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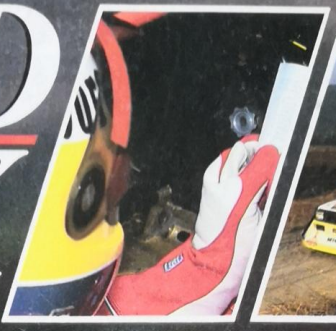

FORMULA ONE
Brands Hatch, Kyalami

ENDURANCE
Brands Hatch , Mount Fuji

PROFILE
Michele Alboreto

RALLYING
San Remo

ISSN 0484-98 2

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In this issue, a PRO-85 insert (pages 81/87).
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TOPICS

Among the F1 drivers who have confirmed that they will be staying put where they are for 1986 are Stefan Johansson at Ferrari and Jonathan Palmer at Zakspeed. Now almost recovered from his Spa sportscar injuries, Palmer expects to be testing the Zakspeed again in November and he tells us that the German team will undertake a full world championship programme of races next year.

Having missed most of this year's F1 races following his dismissal by Ferrari, René Arnoux will be racing a single-seater again at Macau when he steps into a Ralt for the all-star F3 race round the streets of the Portuguese colony on November 24. Next year René hopes to be resuming his F1 career at Ligier, alongside Jacques Laffite.

Also racing at Macau will be Formula 3000 stars Emanuele Pirro and Mike Thackwell, who eliminated each other's chances of being F3000 champion when they collided in a first lap accident at Donington Park's final round of the series.

Unemployed for 1986 following the withdrawal of Renault from F1, Derek Warwick had an enjoyable test session with JPS-Lotus shortly before the European GP. Unfortunately, his hopes of joining the team permanently were dashed by the unwillingness of Ayrton Senna to be his team mate.

After standing-in for the injured Niki Lauda in a McLaren at the European GP, John Watson said he found F1 "very difficult" on his return, especially the use of qualifying boost and qualifying tyres. After two years' absence from Grand Prix racing, John admitted, *"it seems unlikely that I could be a regular competitor again."* He hopes to be able to resume his career in sportscar racing.

NO MORE F1 RAMs

An absentee from the final two races of the 1985 Grand Prix season is John Macdonald's RAM team. An announcement was made at Brands Hatch that his sponsor US Tobacco, the

RAM

maker of Skoal Bandit "smokeless tobacco," has decided to withdraw from F1, and the team was excused its contractual obligations to represent Skoal in South Africa and Australia.

Sifting through the PR double-speak about "objectives achieved" and the company's "respect and friendship" for Macdonald, the fact remains that RAM had a disastrous season. Gustav Brunner's smart-looking car lacked the aerodynamic testing which is vital to a winning design, and the team lost almost 40 Hart engines in blow-ups.

"Realistically, we have to accept that trying to compete as a privateer in Formula 1 is virtually impossible," commented Macdonald. Once its debts are settled, RAM may be seen racing next year in F3000.

BERNIE'S SILENCE

At press time, no announcement had yet been made about next year's Brabham drivers, although it was kown that both Elio de Angelis and Riccardo Patrese had signed options with the British team. There is now no hope, however, that Ayrton Senna will switch to Brabham from Lotus. Ironically, Bernie Ecclestone had an option on Senna at the end of 1983, only to let it lapse because Nelson Piquet didn't want his charismatic fellow-countryman in the team with him.

Next year's Brabham could turn out to be a technically fascinating exercise. This year's BT54 suffered, according to Nelson, because not enough time was devoted to chassis development last winter, when the team was busily developing reliable BMW engines and sorting out its new Pirelli tyres.

If drawings of the BT55 shown by Gordon Murray to an Italian magazine are anything to go by, the car will be a potential winner. The BMW engine is laid over to the left (exhaust) side to reduce its height in the car, and the wheelbase will be appreciably shorter than previous Brabhams. If Ecclestone lives up to form, however, it will probably not be until the morning of first practice for the first GP of the year that we see the car — or finally discover who will be driving it.

HART'S DILEMMA

If the Toleman team secures a BMW contract for 1986, the withdrawal of RAM may leave engine wizard Brian Hart without a customer in Grand Prix racing.

Toleman is known to be negociating with BMW Motorsport boss Peter Flohr, who was helicoptered out of Brands by the Toleman Group after the European GP. The Oxfordshire-based Toleman cars have been associated with Hart engines since 1979, and the F1 project dates back to their GP debut at Imola in 1981.

The other string to Hart's F1 bow this year has been the US-financed Beatrice-Lola team, which made a useful contribution to his budget for the engines which are being used by Alan Jones in the final four rounds of the 1985 world championship.

In 1986, however, Jones and his recently confirmed team-mate Patrick Tambay expect to be relying entirely on the new V6 turbo engine being developed jointly by Ford (USA) and Cosworth Engineering in Northampton. The first Ford turbo F1 engine will be tested almost immediately after the Australian GP, using a venue so secret that Lola team manager Teddy Mayer refuses even to reveal the country in which it is situated.

LEO AT BRANDS

Did you know that Leo Sayer enjoys motor racing and Formula One in particular? Well, Leo was at Brands, and you could have been forgiven for thinking he was a photographer as he clicked away, a bulky bag full of equipment slung over his shoulder. The British pop star has a habit of taking his shots in the most dangerous of turns where few "pros" dare venture, apart from Motor's John Townsend (more on him next month).

Did you know that Leo also put in fifteen laps round Silverstone in the 1981 Cosworth-powered McLaren? For a first drive-ever in a F1, or a single seater for that matter, he did pretty well at his first attempt. He got as far as engaging third gear. Well done Leo!

STATS GALORE!

David Hayhoe is nearing completion of a Grand Prix handbook, mainly consisting of statistical information, but also including photos and diagrams. It will contain five main sections:

1) Annual survey with circuit details and results. Average speeds of each race with final points tables for drivers and constructors.

2) Index of EVERY driver and constructor to have contested a GP, showing years in activity, No of wins, placings, pole positions, fastest laps and points.

3) Greatest achievements of drivers and constructors (most races, most wins, etc.).

4) 86 circuits with diagrams and fastest laps recorded.

5) Preview to 1986 featuring drivers' biographies and team histories.

All the stats have been verified by computer.

If GPI readers would welcome this new up-to-date and highly accurate volume, please would they contact David so that he can prove the level of interest in a motorsport publication of this kind.

David Hayhoe, 28 Pine Avenue, West Wickham, Kent, BR4 OLW.

GPs FOR HUNGARY & MEXICO IN '86

Following the confusion that arose this year in the re-scheduling of races to replace the events listed for New York and Rome, FISA has listed three "frozen" dates alongside the 16 "firm" Grands Prix on the 1986 calendar. No other major events (Formula 3000 or Endurance) will be allowed to take the "frozen" dates, which will thus be available at short notice if the F1 calendar has to be changed.

This arrangement has enabled FISA, yet again, to postpone the publication of a "final" F1 calendar until December. However, the provisional list of F1 dates makes interesting reading.

The first race, for instance, will take place either in South Africa or in Argentina. The latter venue may not be attractive to the British teams, whose members are liable to be shot as spies until such time as Argentina officially suspends the state of hostilities which exists with Britain.

An eastern bloc country, Hungary, is listed for the first time, having promised a brand new circuit which is being constructed under the supervision of the Magyar Autoklub at Szilasliget, not far from Budapest.

Applications for Grands Prix from would-be race organisers in New York, Curacao and Holland were all rejected. The traditional Dutch GP date in late August has, however, been "frozen", although this year's race attracted only 40,000 spectators. Japan, which had originally asked to be short-listed for a race, has withdrawn its application.

Countries which will return as Grand Prix venues after absences are Mexico, where the Madalena Mixchuca circuit in the capital (last used in 1970) has escaped the effects of the recent earthquake; and Spain, which last hosted a championship round in 1981. It is hoped to stage the 1986 Spanish GP at a shortened (and safer) variation of the Montjuich Park circuit in Barcelona where five spectators met their deaths in 1975.

The list of "firm" races is as follows:

March 9: South Africa or Argentina
Mar 23: Brazil (Rio de Janeiro)
Apr 13: Spain
Apr 27: San Marino (Imola)
May 11: Monaco
May 25: Belgium (Zolder)
Jun 15: Canada (Montreal)
Jun 22: Detroit
July 6: France (Dijon)
July 13: Britain (Brands Hatch)
July 27: Germany (Hockenheim)
Aug 10: Hungary
Aug 17: Austria (Osterreichring)
Sept 7: Italy (Monza)
Sept 21: Portugal (Estoril)
Oct 12: Mexico
Oct 26: Australia (Adelaide)

We would emphasise that these dates and venues, as usual, are far from certain at this stage. It is safe, however, to make holiday bookings for the well-established events such as those in Italy, France, Germany, Austria and Monaco. In addition to the Brands Hatch race, there is a strong possibility that Silverstone will be able to take over one of the three "frozen" dates (April 6, August 3 and August 31).

A FRENCH CHAMPION AT LAST

We salute Alain Prost on his fine achievement at Brands Hatch in the European Grand Prix. After being "nurse-maided" through the generous French scholarship racing system in his early years, Alain has had to work harder than most drivers to become world champion. It is perhaps ironic that he should have won the title in a race that produced only 4th place for him. Judging from the impatient behaviour of some members of the French press at Brands, 35 years has been far too long for our Gallic friends to wait for a champion to call their own.

It is worth reminding ourselves that Alain Prost now stands head and shoulders above his contemporaries in race victories. His six years in F1 have produced a win rate of just over 20 per cent, and now he says he aims to become the all-time winningest driver in history.

Like Alain, we also congratulate Ron Dennis, John Barnard the dedicated men from McLaren on a job well done. Their achievement is equally remarkable, for it is 18 years since one team was able to find the motivation and competitiveness to win drivers' and constructors' championships in consecutive years. Unlike some of the teams that have chosen to forsake Grand Prix racing, McLaren International is in the sport to stay.

McLaren's professionalism and thoroughness have set standards which will be hard to beat in 1986. It is worth mentioning, however, that even they are fallible. After all, if it hadn't been for those two kilos at Imola, Alain would have been world champion a couple of races sooner. Meanwhile, one of the most exciting and intriguing aspects of this most demanding of sports is that there is always someone ready to take up the challenge. While racing becomes more and more complex, we regret that personalities are moving out of touch with their public. In the USA, and in lesser forms of European competition, drivers are willing to make themselves available to the public. While this openness may be precluded in F1 by the sheer weight of numbers of spectators, we believe that some means must be found to present the performers to their audience. We deeply regret, for example, that Prost's victory lap of Brands on an unofficial vehicle did not take him around the full circuit to allow British fans to offer their congratulations.

A peculiar contradiction of contemporary Grand Prix racing appears to be the assumption that the more money a driver takes for his sponsorship, the less become his responsibilities to the spectators, who are (most of them) the customers who keep those sponsors in business.

We love you, Alain, but we would like to see a little bit more of you, please!

HIGH COURT RULES IN FAVOUR OF RAC MSA

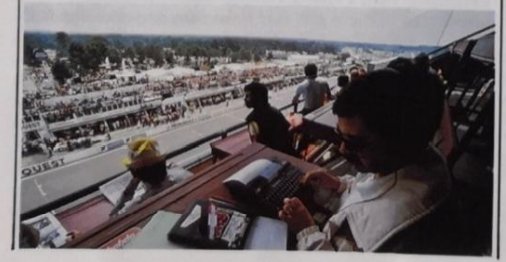
Tom Walkinshaw Racing Limited will have to meet costs exceeding £70,000 it was revealed in the chancery division of the High Court of Justice earlier this week.
The ruling was made after Tom Walkinshaw Racing Limited had challenged the findings of the 1984 Shawcross tribunal which, it said, had no powers to impose costs on the parties involved.
Judge Peter Gibson stated that the tribunal set up under the auspices of the RAC Motor Sports Association Limited, had the power to make any order it deemed proper and was well within its rights in directing that the costs of the 1984 hearing should be wholly borne by Tom Walkinshaw Racing Limited.
During the hearing, which took place on Tuesday and Wednesday October 8/9, counsel for Tom Walkinshaw Racing Limited admitted that his client had been found guilty of cheating during the 1983 Trimoco RAC Championship.
This week's hearing is not the first time that Tom Walkinshaw Racing Limited has taken its case to the High Court. In February 1984, the company disputed the RAC MSA's right to enquire into the eligibility of its Rover Vitesse in respect to the bodyshell and engine rocker assembly. Tom Walkinshaw Racing Limited later withdrew from the proceedings accepting that the RAC MSA had the right to hear the case and it was left to the tribunal, set up under the chairmanship of Lord Shawcross, to determine the outcome.
Austin Rover Group offered its full co-operation to the tribunal of enquiry but later withdrew. A press release was then issued by Austin Rover Group announcing its withdrawal from the championship and heavily criticising the RAC MSA, an act which Lord Shawcross stated would have been a grave contempt of court had the proceedings been of a judicial nature. The tribunal's ruling at that time was that costs totalling £70,000 be reimbursed to the RAC MSA by Tom Walkinshaw Racing Limited.

IMSA HOLBERT AGAIN

Although Al Hobert was crowned the 1985 IMSA champion before the end of the season, he made sure there could be no doubt as to his superiority by scoring a very convincing win in the penultimate race of the season. He was partnered by this year's WEC champion Derek Bell for the Watkins Glen round in a Porsche 962. Runners-up were the Busby/Mass team, also at the wheel of another Porsche 962. Third over the line was the Redman/Haywood Jaguar.

FACE-LIFT FOR LE MANS?

Le Mans 24 Hours Organisers, the ACO (Automobile Club de l'Ouest) are examining a project to modify the famous 24-hour circuit in view of the dangerously high speeds attained by today's Group C cars. The idea is to place a chicane at the end of the pits straight, just before the Dunlop Bridge, in order to slow the cars before the Esse.



WORKS TEAM ANNOUNCED IN DECEMBER

Peugeot Talbot Sport Competitions director, Jean Todt, would not give a hint as to who would be driving for the French team next year.
It appears almost certain that Timo Salonen will lead the team. Ari Vatanen is expected to be out of action until the beginning of the season which means that a 'stand-in' will have to be found for perhaps the entire season if needs be. Therefore, a top-notch driver is required. Jean Todt's final decision will be made known at his annual press conference to be held on December 12.

FORD RS 200 — DELAYED

The new Group B Ford is unlikely to be homologated in time for the RAC at the end of November. Stig Blomqvist's first appearance in the new car will almost certainly be at the Swedish Rally in February next year.

BIASION FOR LANCIA IN 1986

Lancia Sports Director, Cesare Fiorio, did not confirm whether Markku Alen would be driving for the Italian team next year (rumour has it he will be going to Peugeot), at a press conference held at the San Remo. Instead, he announced that Miki Biasion — the 1983 European Champion, sponsored by Totip in this year's European series driving a Lancia 037— will be joining the works team. Like Henri Toivonen, the young Italian will have a Delta S4.

IN MEMORY OF BETTEGA

A memorial service will be held on December 14-15 during the Bolgna (Italy) Motor Show. The Italian tragically lost his life whilst taking part in the Tour de Corse earlier this year.

TRANSFERS FOR 1986 — ALL CHANGE!

Ari Vatanen's recovery from his nasty shunt during the Argentine Rally has been slower than expected which means that Peugeot have been forced to bring in a substitute driver. Markku Allen will finally be staying on at Lancia next year to rally the Delta S4, as will fellow countryman, Henri Toivonen. Juha Kankkunen, also from Finland, will partner Timo Salonen in another works Peugeot for the World Championship. Sweden's up and coming star Lars-Erik Thorp will take over the vacant drive at Toyota to join his hero Bjorn Waldegaard. Ford's drivers have been named as Stig Blomqvist (ex-Ford) and Kalle Grundel (ex-Peugeot), while Malcolm Wilson — recently seen testing the Ford RS200 — has been called in to drive the Austin Rover Metr
If things go ahead as planned, Walter Röhrl's team mates at Audi next year will be Hannu Mikkola and Michèle Mouton. In view of the numerous driver changes, it's highly likely that a number of co-drivers will be shuffled around.

'RALLYE' BY TAMOTSU FUTAMURA

Talented Japanese photographer Tamotsu Futamura has just published his second rallying album, entitled, 'Rallye', of course. Unlike classical sporting photographers, Futamura has combined the splendour of certain landscapes with the dramas behind the scenes to produce a high quality collection for all rally enthusiasts. 'Rallye' is the sequel to a first book (also called 'Rallye') containing over 200 pages, and is published in Vienna (Austria) by Orac.

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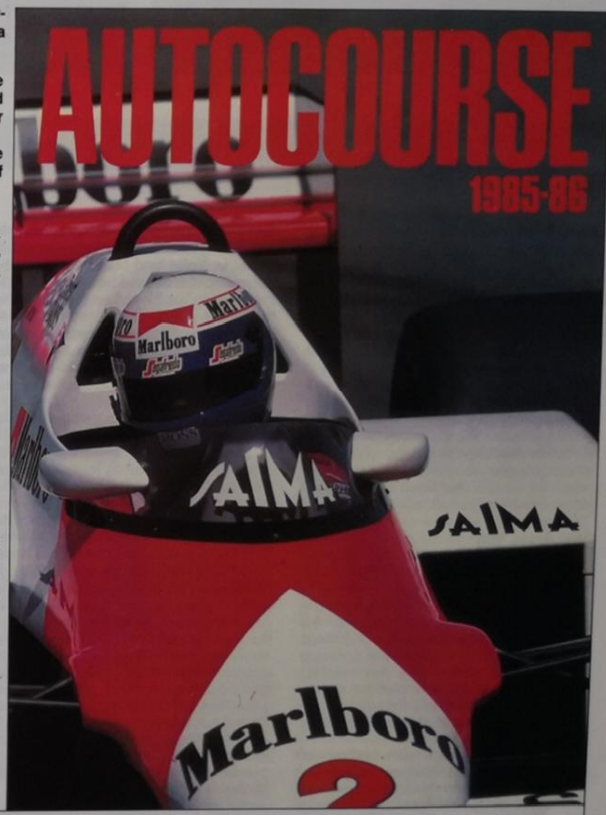

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Graffiti

by Mike Doodson

Alain Prost made the media rounds of France and England after Brands Hatch. He looked wonderfully relaxed under the rather artless TV questioning of Selena Scott until she accused him of being good-looking enough to be a film star. Maybe Selena should have an eye test, because even if you discount that lopsided hooter, Alain has a face that only a mother could love.

Talking of Alain's mum, the same who got into the pits at Monaco with no credential other than a judiciously wielded umbrella, she spoke for all France when quizzed about the lad's achievement. *"It would have been better if he'd done it with a French team,"* she said. *"Some hope,"* would say the rest of us (and Alain, too, I imagine).

To judge from mother and son, there is a rebellious streak in the Prost family character. It emerged from Alain when he told the Philip Morris people arranging all the post-Brands PR hoopla that he would not be available for 36 hours starting on Tuesday, due to a previous appointment. What was this rendezvous that couldn't be broken to accomodate the sponsor who will be paying him the thick end of two million quid in 1986?

It was, if you please, a wine-tasting visit to Bordeaux which had been organised so that Alain could stock up his cellar in Switzerland against the winter evenings when he and Anne-Marie will be entertaining their friends at home. With some support from his buddy Jacques Laffite, who went along for the ride, Alain has shown an aptitude for appreciating a fine claret.

Sorry to mention it again, but with a nose that size, he's got an advantage over all of us.

Once returned from Bordeaux, Alain was hauled back in England to face the press in London. There wasn't much new to tell us, although Alain revealed that there was unlikely to be any change in qualifying procedure next year, mainly because Keke and Nelson like fighting for pole position and had told FISA that they weren't too keen on the suggestion that grid positions be settled on the basis of results from the previous race. Methinks that Keke will change his tune in a hurry when he discovers that there aren't any Q-spec TAG Turbos for his McLaren...

The truly amazing thing about the conference is that while Alain delivered his answers to our questions in the language of an ordinary mortal, it would appear that he lapsed into blank verse when interviewed privately in a corner by the *Sunday Times*. As reported by Keith Botsford, he declared that *"we seem to be masters of our destinies, but we are not. I hate demagogy of all kinds, the ritual praising of everyone in the team after a race, but it's true: we are hostages to others, to luck, to fate."*

Bottie was certainly there at the press conference, and it is miraculous that he should have extracted such profundities from a man whose driving says more about himself than language ever could. Perhaps the motor racing stories in the *Sunday Times* would be a deal less interesting if its reporter were to be armed with a tape recorder instead of his fertile imagination.

* * *

Delighted as we Brits were to see Nigel Mansel winning a Grand Prix at Brands Hatch on his 72nd attempt, his success cast a certain amount of doubt on our country's reputation for fair play. As the BBC coverage of the race clearly showed, Nigel passed Ayrton Senna into the lead on lap 9 under a yellow flag. Thus it was only the long-established "no protest" policy of Team Lotus (the team which let Nigel go last year) which saved the champagne-throwing ceremony from being spoiled by the sound of protest fees being slapped down by the Senna brigade.

Those of us who travel around the GP circuits regularly make jokes about the national bias of race officials in Latin countries like Brazil and France. It gave me a jolt, thereofre, to hear Ayrton Senna making remarks about the partiality of the officials at Brands Hatch. As Ayrton remarked, however, they allowed Mansell to get away with an offence that would have cost him his victory if he had been competing in a Formula 3 race. *"Mansell is English, the race is in England, and he won it,"* said Senna. *"I suppose you have to expect that sort of behaviour in his own country."*

There is a temptation to suggest that since the frogs and the dagos get away with this sort of behaviour in their countries, then we should even things up by giving "our lads" a chance on home ground. I even heard it suggested in the press room that since Senna had blocked a couple of rivals during qualifying at Monaco, he deserved to be repaid at Brands.

I reject those suggestions. For all its faults, our nation is known for its sporting even-handedness with other nations, a reputation which is worth protecting. So I telephoned the RAC Motor Sports Association to ask if there was an explanation for the apparent lack of action by the observer at the point where Mansell passed Senna. The club's helpful press officer agreed that Mansell had seriously erred, but so far no-one from the RAC has been able to explain why action of some sort was not taken. As Senna said, Mansell was going to win that race anyway, *"but at least he should have been asked to explain things to an official, even if no action resulted."*

* * *

If the attitude of the officials at Brands Hatch was open to criticism, so too was the behaviour of Keke Rosberg. During qualifying, Italian newcomer Ivan Capelli unwittingly blocked a fast Rosberg lap, and then had the mistortune to be given one of the Finn's notorious "brake tests". This is a horrid procedure which involve the unsuspecting victim being overtaken by the "tester", who hits the brakes right under the overtakee's nose. Capelli got a nasty fright and Ken Tyrrell's car lost a nosecone.

Anti-social behaviour like this is virtually impossible to punish. As in any traffic accident, the onus of blame for a collision falls automatically on the following driver (Capelli in this case), and anyway who would dare accuse a world champion of bad driving?

As Capelli found out, a Rosberg on the boil is an animal not to be meddled with. In the race at Brands, the man who set Keke's pulse racing was Ayrton Senna, who led the early laps and wasn't anxious to concede his lead. Keke insisted on trying to pass Senna at Surtees Bend. Their two cars made contact and Keke went spinning with a punctured tyre while Senna continued on his way. Like me, you might have thought that a fair conclusion to the the matter.

In the process, alas, Keke collected 3rd man Nelson Piquet, whose Brabham had looked a certain winner of the race. And it was the presence of officials on the track, trying to remove Nelson's three-wheeled Brabham-BMW, that brought out the yellow flags.

By the time Keke had struggled back to the Williams pit and got the flat tyre replaced, he had lost almost a whole lap. He returned to the race just in front of Senna, who now had Mansell challenging him, and this provided Keke with a chance to repay the Brazilian for his earlier unhelpfulness. Senna was unable to pass the Williams as Rosberg, carefully watching his mirrors, weaved up the hill to Druids, down through Graham Hill bend and into Surtees. Mansell eagerly closed up and was able to sneak past Senna on the inside under the stationary yellow flag at Bottom Bend.

Asked for a comment, Senna did not mince words on the podium. But by the time they reached the Press room the Finn and the Brazilian were being excrutiatingly polite about the incident. I don't believe for a moment that Senna will allow himself to forget the incident. Perhaps he is already planning his revenge on Keke.

* * *

Friends who left Brands soon after the European GP reported that getting out of the circuit was much easier than usual. Part of this may be due to the comparatively small crowd ("only" 75,000 on race day, as opposed to the usual 90,000), but we also have the new M25 ring road to thank.

The M25 will shortly be open all the way around London, a prospect which is already tempting certain irresponsible elements into planning an unofficial "lap of London" contest.

The only parallel that I can think of was the equally unofficial London-to-Cambridge record, for which members of my own former club, the Cambridge University AC, used to compete. The pre-war record of 38 minutes is said to have been held with a Bugatti by the American Whitney Straight (subsequently a pillar of the Rolls-Royce board). In the 1960s four minutes were said to have been cut from that figure by the driver of an ex-Jim Clark Lister-Jaguar who arranged for all his friends to ensure that all the traffic lights were green by jumping up and down on the rubber pads.

Needless to say, I most earnestly warn any readers of GPI from attempting to set any unofficial round-London laps. Fortunately, it seems that the spirit of amateur adventure in motorsport has been supplanted by the commercial greed of the new breed of professionals. And I can't envisage anyone wishing to sponsor such a profoundly unsocial event.

The final keys to the major driver/car pairings for 1986 were sorted out before Brands Hatch when Peter Warr of Lotus went to France to lay down the law to Renault about engines. I understand that he told the director of Renault Sport that he expected him to stand by his promise to supply only Lotus and Tyrrell with engines in 1986, and to extract an undertaking that Renault will continue to press ahead with development of the now veteran V6.

As a result, both Ayrton Senna and designer Gérard Ducarouge will be staying. This will come as something of a disappointment to an Italian colleague of mine who headlined a story that Senna and the "Duke" would be signing up with a re-born Renault team to be run by Jean Sage and Jean-Pierre Jabouille...

I happened to be with Senna in Stuttgart a few days after the Brands Hatch race. He'd gone down to pick up a new Mercedes car (his second in a year), and he was in a much more relaxed mood than he is at a race meeting.

Someone asked him whether he drove a Lotus, and he said No. Since his team manager probably wouldn't like me to quote all the reasons why he drives a Mercedes on the road rather than a Lotus, I shall refrain from doing so. But it is certainly fortunate that he has more faith in the racing cars that carry the Lotus name than he does in the low-slung coupés made up there in Wymondham.

MICHELE ALBORETO

AIMING TO IMPROVE

WITH ITS TAIL WREATHED IN THE FLAMES OF YET ANOTHER TURBOCHARGER BONFIRE, THE FERRARI TRAILED DOWN THE PITLANE AT BRANDS HATCH TO RETIRE. WORRIED THAT THE CONFLAGRATION WOULD REACH HIS OWN BACKSIDE BEFORE THE MARSHALS EXTINGUISHED THE BURNING MECHANICALS, MICHELE ALBORETO RELEASED HIS BELTS AND STOOD UP IN THE TAILORED SEAT AS HE STEERED THE LAST FEW YARDS TO HIS PIT. HE LOOKED LIKE A SEA CAPTAIN RESIGNED TO GOING DOWN WITH HIS SHIP, FOR THIS RACE HAD BEEN HIS LAST CHANCE OF BECOMING WORLD CHAMPION OF 1985.

by Mike Doodson

"I don't ever lose hope," Michele had told me the previous afternoon. *"Every time I get into my car I tell myself I can win. But I have to be realistic. I look at every race ten times on the video afterwards, I know what happened with my car, and I know about the others, too."* Long before Brands Hatch, in fact four or fives races earlier, his realism had told him that the chances of winning the world championship this year had evaporated. Austria had been the turning point : he'd qualified 9th fastest and got caught up in a startline accident which had wrecked his race car. Even though the Italian managed to struggle home 3rd, Alain Prost had levelled the world championship points score to 50 points each. *"The car was very bad over the bumps in Austria and the McLarens were on a different planet. They worked so well there that I knew the champion-*

ship was lost for us."

He will come back to fight another day and his confidence in himself is undimmed. But already there are people suggesting that if Michele Alboreto is going to be Italy's first world champion since Ascari in '53, he'll probably be driving something other than a Ferrari. After Brands Hatch, even Fiat chairman Vittorio Ghidella was talking about the Scuderia having to abandon its "artisan" attitude to Formula 1 in favour of the organised, technically motivated approach that has enabled an upstart team from Woking to break all the F1 records.

The prestige of being a Ferrari driver, indeed of being the first Italian to race for the Scuderia since 1973, has been something less than charismatic this season. In the three years that he spent with Tyrrell to the end of 1983 Michele managed to win two Grands Prix, but with the might of Maranello behind him he's only won three more.

The Ferrari team's technical management underwent profound changes last year, when engineer Mauro Forghieri left the racing department in September, allowing control to be assumed by a group that included English chassis designer Harvey Postlethwaite and long-serving race engineer Antonio Tomaini. Forghieri belonged to the old school of Ferrari boffins who have been reluctant to accept certain innovations such as the extensive use of wind tunnels that has paid off so spectacularly for Williams and McLaren in recent years.

"FIORANO IS NOT ALWAYS AN ADVANTAGE FOR FERRARI"

But this year's Ferrari has proved to be less than marvellous, especially in the latter part of the season. How can this be, I asked Michele, when Ferrari is able to do more testing than any other team on its own Fiorano test track near the factory in Maranello?

"I think Fiorano is not always an advantage for Ferrari. Sometimes it is the opposite, because Fiorano is too slow for these Formula 1 cars. Maybe it was good for the cars of the seventies, but not now, because it is too short. It has slow hairpin-type corners. In fact we always find that our car is really good at Monte Carlo, but unfortunately there is only one race there each year... It is in the high speed tracks like Silverstone, Zeltweg and Zandvoort where we have our problems.

"I think it would be better for us to do more testing on other circuits than we do at Fiorano. It is good physical preparation for the driver because Fiorano is hard work and the driver builds up muscles, he is well prepared."

Postlethwaite whole-heartedly agrees with the Alboreto verdict on Maranello. *"This was my first year in charge of my department in the racing team,"* he says, *"and I would want to do things differently next year. That will certainly mean less reliance on Fiorano for testing."*

How is Michele's testing ability? *"Good,"* says Postlethwaite, *"although he does have a tendency to get wildly enthusiastic about anything new that we want to try. He sees everything in terms of black or white, while Stefan Johansson sees things in finely-graded shades of grey."*

Earlier this year, when Ferrari looked like being the only team capable of beating McLaren, the Scuderia seemed to have a distinct technical superiority. Was Michele conscious of any such advantage?

"Not an advantage, but we were at the same level : we could be competitive. I was good at Montreal, and although I believed that McLaren would be close to us in Detroit, I knew that we would be able to race closely." Why was Ferrari not able to respond later, when McLaren brought out revised suspension?

"Because we tried to respond, and we went the wrong way. When you lose time like that, it is particularly hard to catch up. We make everything in our factory : engine, chassis, gearbox, all of the car. To put together a competitive 'package' is very difficult. When you have problems and you don't know exactly what is wrong, there is a panic, a 'grande casino,' as we say in Italian. With Ken it was different : he never had enough money to have a 'grande casino'."

Which was the most important ingredient in the confusion? *"Engine, I would say."* Indeed, Ferrari blew something like seven engines in cars driven by Michele in the the week before Monza, in private testing and qualifying. Were they identical failures?

'No, and that was the problem: none of the failures were the same. When you find a problem with, say, the pistons, you know what you have to do, and you fix it. When ten different things break, you don't know what to do. Our chassis is not so bad: it's very strong, it's stiff, but maybe we have a problem with the suspension geometry, because the car is very bumpy. Also, I think that we don't completely understand the aerodynamics. It's not the responsibility of just one department that we are not going well now, we have an all-round problem."

"I THINK WE DON'T COMPLETELY UNDERSTAND THE AERODYNAMICS"

Michele has a wry sense of humour about these difficulties. At 28 he can afford to be philosophical. He escapes after races to the apartment which he shares with his quietly beautiful wife Nadia in Monaco (like all Italians, he calls it "Monte Carlo"). The phone number is known only to people he can trust with it, and that does not include the clamorous Italian pressmen who always seem to know the cure for Ferrari's ills better than anyone at Maranello.

He is a driver with a stronger sense of history than almost any other. He was 13 when he made his first trip to Monza with his father in 1969, and he remembers seeing Jackie Stewart's Tyrrell-

Matra collide with a rabbit during qualifying in an explosion of blood and fur. He went back to watch qualifying for the following year's Grand Prix, and clearly recalls seeing Jochen Rindt's fatal accident.

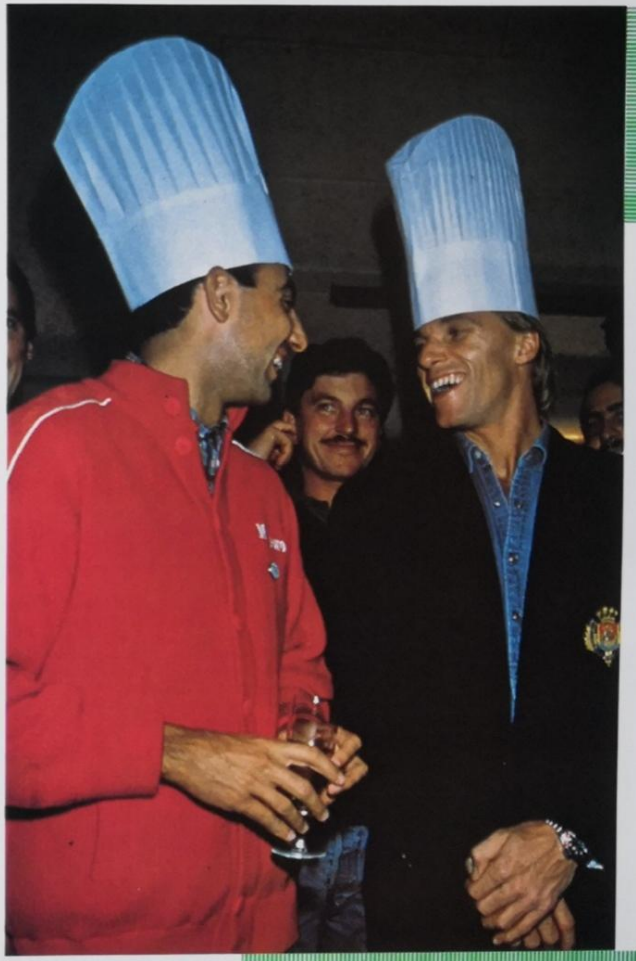
"I STILL HAVE A SPECIAL PLACE IN MY HEART FOR JOCHEN, EVEN AFTER FIFTEEN YEARS"

"I particularly remember Bernie Ecclestone [then Rindt's manager] walking back very slowly to the pits with Jochen's helmet in his hand. It made an impression on me, because the year before I knew that I liked this sport, but in the year after I knew also that it was a sport where you have to risk your life. I had to ask myself, would you accept the risk? And I said Yes, because the day after Jochen's accident, Clay Regazzoni won the Grand Prix with a Ferrari, everyone was so happy. Emotions change so fast, there was a big contrast.
"After Jochen was killed, I cried when I got home. Then the next day there was joy, it cancelled out the bad feelings. Yes, a big contrast. But that is the emotion of motor racing. And unfortunately, people have short memories in this sport. But I still have a special place in my heart for Jochen, even after 15 years."

"I GOT A LITTLE HELP FROM MY FATHER TO BUY THE FIRST RACING CAR"

He was a great fan, like many of us, of the spectacular talents of Ronnie Peterson, to such an extent that Michele has always carried Ronnie's Swedish blue and yellow colours on his own helmet. *"I met him around 1973, and his wife Barbro, too, but she says now that she doesn't remember me. I suppose I was just another young Italian boy around the pits all the time. He was the driver I admired most."* In later years, Michele was also to make a friend of Count "Googhie" Zanon, the wealthy Italian who promoted the careers of many drivers, including Peterson and Alboreto. Zanon lives not far from Monaco, in Cap Ferrat, and Michele is a frequent visitor. They occasionally take some of Zanon's priceless old cars to Ricard for a bit of fun. It is another link with the sporting past which they both enjoy enormously. *"And he is a good driver, too,"* insists Michele.

The Alboreto background is that of a middle-class Milanese family. *"My father is not so rich, and both my parents still work: my father in a commercial business, selling sports clothes and shoes through points in various department stores in Italy; and my mother in a boy's school."* The first racing car he drove was a tiny Formula Monza which belonged to a friend. It was 1971 and he didn't have any money. *"But I got a little help from my father to buy the first racing car, another Formula Monza. Then I had some help from a small team, the Scuderia Salvati, which helped me to pay for engines at the beginning of my career.*
"I worked on the car myself, with the help of some friends, because I was young, and I am not an expert. I had studied technical design and I qualified to go to university, but in the last year at school I had to decide whether to go to work to earn the money to go racing, or to go to university. Although my family was not so happy about it, I chose to go racing.
"We worked every night, after school, because then I was studying at night so that I could work during the day. We were there all night, it was really hard.



"ALTHOUGH MY FAMILY WAS NOT HAPPY, I CHOSE TO GO RACING"

"My first sponsor was from Mondadori, the publishing company. But friends helped me with money for tyres and engines. In the first years of Formula 3, [Gianpaulo] Pavanello, who was the

Italian importer for March cars then, gave me the car free, with some small sponsorships, although not much."

How much did it cost for that first season fo F3 in 1979? *"I think about $40,000, but I didn't pay anything. Pavanello had seen me in Formula Italia and thought I was going to be good, so he gave me the March, and the engines came free from Novamotor because they knew I didn't have any money. In fact, I finished 2nd in the Italian championship, I won three races."*

"I LIKE MODERN POP MUSIC IN THE CAR, IN THE HOUSE"

By 1980 Michele was a fulltime professional, winning the European Formula 3 championship for Pavanello's Euroracing team. He started the 1981 season with the promise of an F2 season for the Minardi team, where a British writer described him as "overly aggressive." He was involved in celebrated accidents with Roberto Guerrero at the Nurburgring and with Kenny Acheson at Pau. Nevertheless, he made sufficient impression on Ken Tyrrell to be offerred the place which had been filled for the first four races of the season by Ricardo Zunino of Argentina. To help cement the deal, Zanon (who had supported Peterson in the year he drove for Tyrrell in 1976) stepped forward with some funds. The Alboreto/Tyrrell partnership made its race debut at Imola, starting an association which is remembered affectionately on both sides.

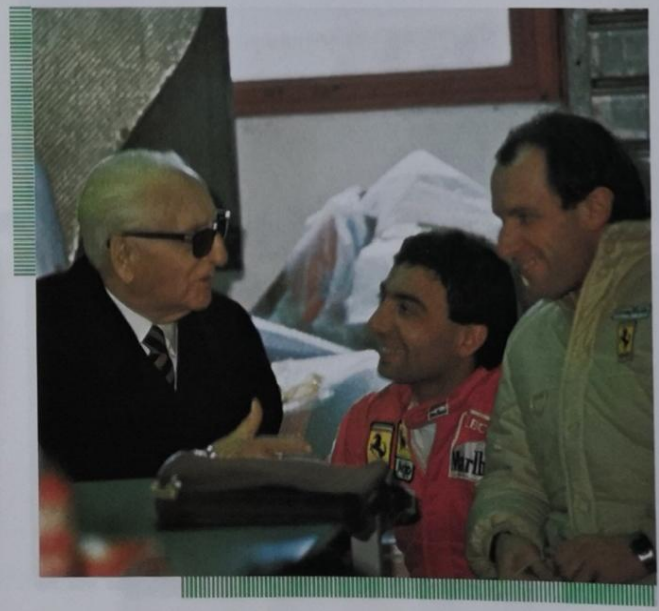
"Today, I want to say thank you to Ken, because if I am now a good driver — and I don't know if I am — it's because Ken helped me very much. After the first season with Ken I had a chance to change, to go in a very good team. I had good proposals, one from Ferrari and from Williams, through Count Zanon, so I went to Ken with the papers, to show him, and to tell him the opportunities I had.

"But I told him that if he wanted me to stay, I would stay, because he had helped me at the beginning. 'I still need you,' he said, 'because it will help me find the sponsorship I need. But you have to make the decision.' So I told him I would stay for another two years, because he had helped me and I wanted to give him something in return."

It was around that time that Michele went to live in Monte Carlo. *"In fact I decided to live in Monte Carlo before I became a professional driver, because I have many friends there. It is a quiet place to live: unlike Italy, you can use your Mercedes knowing that it will not be stolen. In Milan, two minutes after getting in, you will find yourself sitting on the ground! I prefer to have a safe place to live : I like the sunshine and the sea. And if I want to see my family, I can be back in Milan in two hours. It is the right place for me to live.*

"At home I read a lot, books to relax with, like science fiction by Asimov. I try to read in English as well as Italian, but the results are not so good, except when I read about cars. I like modern pop music, in the car, in the house. When I am tired I take out my boat from Monte Carlo harbour and open the throttle through the waves. It is an Abbate offshore, with two BPM engines and 900 horsepower. More than my Formula 1!"

He sees no need for a private jet, although he enjoys the Mercedes (it's a black 500 SEC Coupé with AMG "tweaks") and he has also taken advantage of the opportunity to acquire one of the delicious but somewhat impractical road-going 180 mph GTO Ferraris.



"I DON'T FEEL THIS FAMOUS MYTHOLOGY ABOUT THE FERRARI TEAM"

It reminds him of the Lancia-Martini sports car which he used to drive, which is not surprising considering that the twin turbo V8 engine is common to both! He is a sharp dresser with a fondness for tailored slacks and check shirts. Like most of the drivers, he wears some Boss clothes, but also favours an Italian tailor. Wearing a suit, and with his tight black curls combed close to his head, he looks more like a banker than a racing driver. When his hair is allowed to get a bit long and the stresses of sorting out a recalcitrant Ferrari start to build up, he looks alarmingly like the comedian Rowan Atkinson. Some of his British fans even call him the "Black Adder", after one of Atkinson's outrageous characters.

I wanted to know whether it was easy to work with Ferrari, and he thought for a moment. *"It depends on your approach to the team. If you try to think you are the best driver in the world, and that Ferrari is just there to make you champion, maybe that is the wrong approach. It is better to go there knowing you are a good driver and Ferrari has a good car, and then to offer to do the best that you can for Ferrari. Just racing for the money is not enough: you must work really hard to win."*

"I LIKE MR FERRARI BECAUSE HE IS SUCH A STRONG MAN"

He has been able to withstand the pressures of being an Italian at Ferrari for the first time in so many years by ignoring the legend of the Italians who couldn't stand the heat. *"I don't feel this famous mythology about the Ferrari team. It is just a very good team with a lot of history behind it. I like Mr Ferrari because he is such a strong man. I want to be able to grow old like him, and to be like that myself, to be such a man at that age.*

"But I don't feel the mythology when I am driving: I don't see the colour of the car or the little horse on my steering wheel, I just see the two front wheels and my hand on the steering, and I try to go as quick as possible." ■

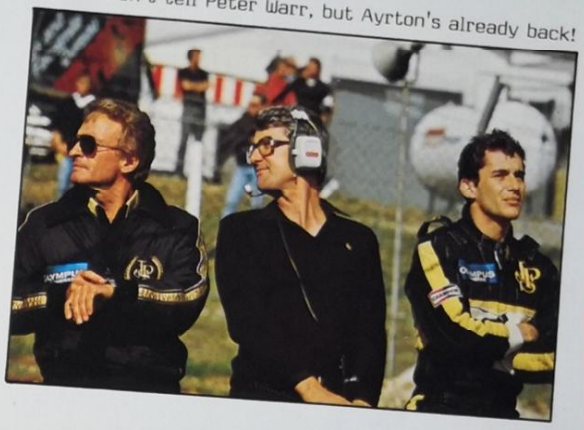
ALBORETO
Marlboro
FIAT
27

BRANDS HATCH

Side to side they fought each other...

...chose their compounds and raced each other!

Tension was high until the chequered flag



Don't tell Peter Warr, but Ayrton's already back!

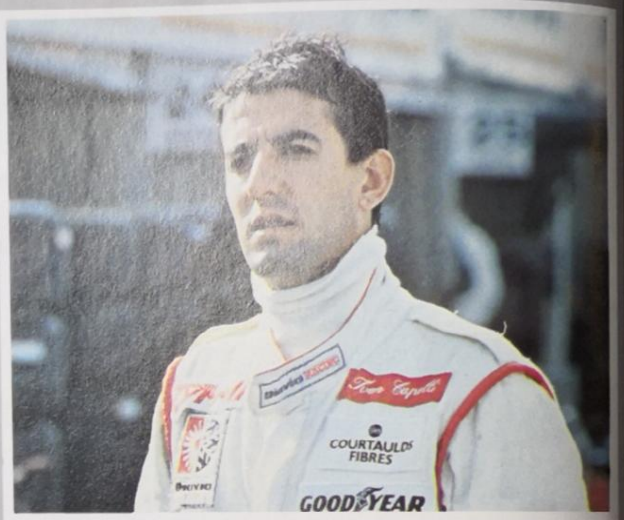
Understatement of the year: Nelson's popular in England!

Lafferty and Danny, the Ligier PR person

"I'll help win next ye... Miche...

TEAM BY TEAM

Brands Hatch is THE Grand Prix circuit *par excellence* for the pilgrims of motorsport the world over. Its highly technical track is a severe testing ground for both the drivers and the chassis. There are 9 turns along the 2.61-mile circuit, six of which are right-handers, which means that the left tyres take a thrashing. A compromise has to be found between the aerodynamics producing sufficient downforce (for correct tyre temperatures and traction), without losing on top speed.
Despite almost three weeks "rest" since the Belgian Grand Prix, not many modifications had been made to the cars for Brands Hatch. The engineers were doubtlessly already thinking ahead to 1986.



Talent Scout Tyrrell's lastest recruit, F3000 star Ivan Capelli.

McLAREN
Ron Dennis and his efficient team had concentrated mainly on revising the brake air scoops like most of the other teams present. John Watson had been called in to replace the injured Niki Lauda.

TYRRELL
F 3000 star Ivan Capelli was "spotted" by F1's great talent scout, Ken Tyrrell, at Donington, where the final round of the European F3000 series was held, when the young Italian had an impressive fight up through the field. There were only two 014 chassis for Brundle and Capelli (014/3 and 2), the third (014/1) had been crashed by the Englishman during the pre-race testing session at Brands. A shorter water radiator and sidepods had been fitted as well as a second rear wing. The set-up had been greatly modified.

WILLIAMS
Team manager Frank Williams brought along two FW10/B race chassis, so called since the two cars featured new rear suspension units and top wishbones replacing rocker arms. The gearbox cases had been entirely redesigned as a result and lower engine covers had been fitted due to restriction in the engine inlet track size. Front suspension was still push rod. The spare car featured the standard rear engine cover. Keke had tested the new set-up at both Brands and Donington. Nigel Mansell admitted that his bruised chest muscles were still aching a bit, "*but at the moment that seems to be all.*"

BRABHAM
Piquet had a new chassis (BT 54/9) and Surer inherited the ex-Piquet BT 54/6. The Swiss was amazed at the difference between the two chassis! Piquet was given priority for the spare car (BT 54/7). All three cars featured the lower wind deflectors under the nose cone.

RAM
Frenchman Philippe Alliot was still not partnered for Brands but had two chassis, the 03/4 and 2. Both cars were fitted with steel single caliper AP brakes. The rear extractor was shorter and an extra lower wing had also been mounted to increase downforce.

LOTUS
No modifications had been made to the black and gold cars.

RENAULT
Frenchman Tambay had the RE60B/8 and Britain's courageous Derek Warwick had the 3, whilst the 5 was used for the spare car. The Frenchman's car was fitted with a Thompson film camera on the roll-over hoop, providing some thrilling insights of travelling round Brands in a race car. Originally, a Tyrrell was to have been thus equipped, but big Ken was demanding an exorbitant fee.

ARROWS
The only modification was the addition of an extra lower wing.

TOLEMAN
Designer Rory Byrne hadn't invented any new devices for Brands! There is much talk of a possible Toleman/BMW marriage for next year. Toleman are demanding Paul Rosche-designed engines (factory) but BMW are only willing to part with "Mader"-prepared power units (already supplied to the Arrows team).

ALFA/EURORACING
The lower rear wing sighted at Spa had disappeared and with it the Italian team's hopes of trying to finish the season honourably.

OSELLA
No modifications had been made.

MINARDI
The front suspension had been revised on Pierluigi Martini's car.

LIGIER
Didier Pironi's track record of 1m 12 368s which he had established in the Ligier (JS11/15) at the 1980 British Grand Prix was still standing. But for how long? Laffite traced the cause of the chronic understeering which had previously been affecting the JS25 during preliminary testing to a mechanical rather than aerodynamic problem. New Pirelli tyres designed to reach their ideal working temperatures more quickly were tested. Ex-de Cesaris chassis JS25/3 was repaired and used as the T car whilst the JS25/3 was converted into a "lab" chassis.

FERRARI
Ferrari had learned their lesson at Spa. Three 156/85B chassis were present at Brands (085 for Alboreto, 086 for Johansson and 083 for the T car). Not many changes had been made to the Italian cars, apart from a larger anti-roll bar and a larger three-plane rear wing. Although totally invisible, we were informed that the rear suspension had been modified.

ZAKSPEED
A new rear wing was the only important modification on the red and white German car. Zakowski's team are thinking ahead, like everyone else, to next year. Their new car for 1986 will be lower. An integral Bosch Motronic electronic injection system will be featured on the German 4-cylinder engine which is being developed by Brabham and McLaren at present.

LOLA HART
While the other teams were busy at the Belgium GP, the Lola team put in some intensive testing at Donington and Brands Hatch. "*It's taken us much longer than we expected to get the Hart engine working correctly,*" admitted team manager Teddy Mayer. "*What we did was to replace the £500 battery by one worth only £12. We've also managed to remedy the overheating and understeering problems Alan was complaining of at Monza.*"
FISA engineer Gabriele Cadringher had issued a warning to nearly all the teams at Spa, to modify their air scoops for Brands. The scoops had developed more and more into mobile aerodynamic devices, designed to channel the air flow from the front wheels. The constructors managed to get the FISA to agree to the South African GP as the date limit, whilst promising to present parts complying with the rules at Brands. The McLaren, Tyrrell, RAM and Toleman teams had their parts with them to be checked by FISA, Williams and Ferrari had already made the necessary changes to theirs cars.

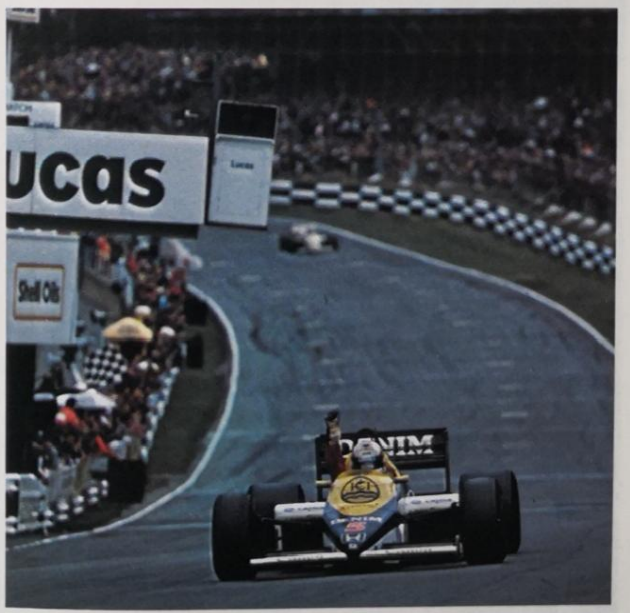
ANALYSIS

HALLELUJA!

Alain Prost has finally done it! All he needed at Brands Hatch were two points from a 5th-place finish to become France's first Formula One World Champion. Rosier, Behra, Trintignant, Beltoise, Depailler, Pironi and Cevert had all come close, but tiny Alain has succeeded.
Victory went to Britain's Nigel Mansell driving the Honda-engined Canon Williams. His first win in 72 Grand Prix races. Two Union Jacks were hoisted, one for 31-year old Mansell and one for Williams, the winning constructor. And then the British National Anthem was heard over the public address system.
Prost joined Mansell, Senna and Rosberg on the podium. The four men shook their respective champagne bottles and aimed the bubbly foam at each other elatedly before spraying the crowd below.
Alain Prost went down towards the TV booths and asked for a cigarette — a Marlboro — but said he would light up later...
"*Come on Alain! We'd like to interview you before you get drunk!*" cried a radio man indignantly.
"*OK.*" And Alain began his first of many interviews as World Champion. "*I was aiming at playing safe but Rosberg flunked his start and I had to go out on the grass to avoid him. My tyres wore very quickly. I had asked for four soft race tyres but the team said I ought to put hard race tyres to the left rear wheels. It was a mistake because the harder tyres on the left overheated since I was getting less grip and they blistered. I waited until lap 38 to change them. After that, it was great.*"
His McLaren's handling transformed, Prost drove spendidly setting four fastest laps on his way to fourth place and *three* points!
Alain's 1985 record is extremely impressive: he's won a total of five races (six counting San Marino where his car was disqualified for being two kilos underweight) and apart from accidents in Portugal and Detroit, he's always finished on the podium!

MANSELL: I CAN'T BELIEVE THAT I'VE DONE IT!"

"*I think that at McLaren we have got the best compromise. The chassis is very good,the engine's very good and we don't have excessive tyre wear. Our reliability rate is very high. We don't make many changes between each Grand Prix and that's why I've finished almost every race.*"
Once Alboreto's retirement had been signalled from the pits, Prost felt a free man. "*The points seemed like light years away when I was lying 8th. When I was third I wanted to catch Mansell and Surer. But that obviously is not the way to win a World Championship.*"



England's hero of the day clenches his fist in contentment. Nigel Mansell's maiden GP win came on his 72nd attempt.

The old man of racing, Jacques Laffite, showed terrific form and established a new track record!

Relieved now that it's all over? "*Well, it hasn't sunk in yet. It'll take three or four days before it does. I've been chasing after this title a long time now, but am I glad it's finally mine!*"
It's taken Prost five years of hard work through all the ups and downs that are part of F1. "*Yes, after five years. I've done it. Some drivers may spend twelve years in F1 and still never get there. You've got to be realistic. A driver's aim is not just the World Title, but rather to enjoy a successful career when you're consistently among the front runners for several years. That's how I see it, anyway.*"
Now that Prost's World Champion with still two rounds to go is there any point in his going to South Africa and Australia?
"*Yes, of course there is. I now want to win at Kyalami. As for the circuit of Adelaide, I've got mixed feelings. I don't like racing on street circuits, at all!*"
Nigel Mansell became the first Briton to win a Grand Prix since John Watson's victory at Long Beach in 1983. "*I've been trying so hard to sell England, for so long*", an exhausted Mansell said, wiping the sweat from his brow. "*The crowd were fantastic! If anyone's won a race for me today, it's the people out there. They've been unbelievable. I was getting a bit annoyed with my pit crew because they weren't telling me how many laps were left after lap 64. I knew more from the crowd than anything else.*"
Nigel was in fact still suffering from

An estimated 120,000 spectators had handed over their money at the Brands Hatch gates. Would the low cloud line hold off the rain drops until the end of the race? Fortunately, it did. With the two Brazilians sitting on the front row of the grid, the Williams team mates on the second row, Alain Prost was on the outside of Ligier new boy, Philippe Streiff. Rosberg was slow off the line at the 2.15 pm start. Alain Prost was forced to take his McLaren out wide onto the grass to avoid the Finn, his tyres picking up dirt and grass. The car swerved viciously before it came back on the track. Meanwhile, Warwick, de Angelis, Laffite, Boutsen, Brundle and the two Ferraris all screamed past the Frenchman.

20 LAPS

Mansell 25m 14.772s; Senna 25m 25.476s; de Angelis 25m 28.503s; Surer 25m 28.773s; Laffite 25m 28.773s; Johansson 25m 35.738s; Prost 25m 36.162s; Brundle 25m 47.765s; Streiff 26m 03.426s; Cheever 26m 07.679s; Boutsen 26m 08.063s; Patrese 26m 08.700s; Fabi 26m 09.158s; Berger 26m 11.624s; Tambay 26m 16.177s; Watson 26m 16.726s; Rosberg 26m 23.257s; Alliot 26m 23.543s; Capelli 26m 28.307s; Danner 19 laps.

Senna was first through Paddock Hill bend — taking it really wide (see photos) — ahead of Rosberg, Piquet and Mansell. As they went into Druids, Mansell also ran wide, but recovered, if roughly. Senna led the furious pack down Brabham Straight for the first time. Alain Prost was only 14th. His main challenger to the World Title, Michele Alboreto, together with Johansson, were in front of him. The red and white car made quick work of Boutsen and Streiff on lap 2. It sailed past Brundle and Laffite on lap 5 and then it was onto the two red Italian cars.

30 LAPS

Mansell 37m 29.373s; Senna 37m 32.300s; Surer 37m 32.477s; Laffite 37m 33.181s; de Angelis 38 33.198s; Johansson 38m 04.124s; Prost 38m 04.374s; Brundle 38m 18.630s; Streiff 38m 33.330s; Rosberg 38m 47.251s; Boutsen 38m 47.279s; Cheever 38m 51.781s; Patrese 38m 52.249s; Fabi 38m 52.538s; Berger 29 laps Watson 29 laps; Tambay 29 laps; Alliot 29 laps; Capelli 29 laps; Danner 29 laps.

On lap 7, Senna took Surtees wide and Rosberg attempted to push his way past inside the Brazilian. His ostentatious manœuvre went unrewarded. Quite rightly, Ayrton stuck to his line and slammed the door right in the Finn's nose. Rosberg hit the brakes, locking his wheels up and spun. His car was left lying sideways on the track, right in the path of Piquet. Unprepared, Nelson went head on into Rosberg's right rear, puncturing the tyre. For Piquet, the incident cost him an early and frustrating retirement. The Brabham had stalled. Rosberg limped back to the pits to get a new wheel and the marshals brought out the yellow flags — no overtaking allowed.

Senna eased up the pressure on the throttle. Mansell pushed his harder and caught the Lotus. On lap 9, he was past and in the lead. The race officials turned a blind eye as did Peter Warr, the Lotus team manager. He did not wish to enter a protest.

By this time, Pierluigi Martini had already fallen off the track on lap 4, and Derek Warwick had come back twice to the Renault pits to get his injection seen to. Another bad day for a man who must rate as being certainly the friendliest of drivers. Derek was out of the running on lap 5.

31-year old Mansell was busy building up a sizeable cushion on immediate follower Senna, with de Angelis promoted to 3rd as a result of the Rosberg/Piquet "incident", with the Ferrari No 28, driven by Sweden's Stefan Johansson hot on the Italian's heels, in turn followed by Marc Surer, in sensational form that day. Alain Prost had carved his way to 7th by lap 7. Just out of the points! And just behind arch-rival Alboreto!! The Italian Ferrari driver let Prost past without even putting up the tiniest of fights. Prost was in the points.

Alboreto stopped for fresh tyres on lap 12, just as Prost was catching Surer, which demoted car No 27 to 17th position. Two laps later, thick clouds of smoke were behind ejected from the Ferrari. The turbo had blown, letting oil out to nourish the greedy flames. Alboreto got his firey Ferrari back to the pits. He was out of the race and out of luck for this year's title.

40 LAPS

Mansell 49m 56.338s; Surer 50m 07.973s; Laffite 50m 11.677s; Senna 50m 14.834s; de Angelis 50 27.897s; Johansson 50m 28.341s; Brundle 50m 47.051s; Prost 50m 58.388s; Streiff 51m 03.563s; Rosberg 51m 04.204s; Boutsen 39 laps; Patrese 39 laps; Cheever 39 laps; Watson 39 laps; Berger 39 laps; Tambay 39 laps; Capelli 39 laps; Danner 39 laps.

Alain Prost still hadn't managed to get the better of Surer. Ecclestone's man was driving spendidly. He then proceeded to gobble up Johansson on lap 13. So Prost then had the rear end of the red car in front of him, to keep him away from those two vital championship points. Prost launched his attack. Johansson resisted bravely. By lap 19, Prost's buddy, the veteran Jacques Laffite, had hauled himself up behind the McLaren. Without further ado, Jacques waved at Alain and undertook what appeared to be an effortless manœuvre to get past his pal and even more amazingly, sped straight past Johansson. And then Jacques was on to Surer!

The Swiss realised the imminent danger and hastened the pace to leave de Angelis in the claws of the blue Ligier. On lap 23, it was mission accomplished for Laffite. Prost, as a result, was bumped down the order to 7th position!

Mansell had built up an 11.82s-safety margin between himself and 2nd man Senna. Surer was lying a close 3rd, followed by Laffite, de Angelis, Johansson and Prost. Brundle, Streiff, Boutsen, Cheever, Patrese and Fabi were conceding over 35s to the leading bunch. Fabi and Alliot had both retired when their Hart engines blew.

Senna was obviously in difficulty. His Lotus slowed, enabling both Surer and Laffite to get past. Prost was still seventh and "light years" ahead of Brundle. It was the perfect opportunity for the Frenchman to stop at his pits and get a fresh set of tyres. He stayed for longer than he had anticipated. 16.90s. However, once out on fresh rubber, tiny Prost put on a brillant display of his skills and set a new lap record as he regained his place in front of the young British Tyrrell driver on lap 40. Disaster struck Brundle when his Renault engine blew on the following lap.

Prost had a bad start to the race. The Frenchman went out onto the grass to avoid Rosberg (Williams No 6) who was slow getting away. The pack streamed past, pushing the McLaren down into 14th place (above and below right).

Lap 1: Senna (Lotus No12) uses all the road at Paddock Hill

50 LAPS

Mansell 1 hour 02m 10.410s; Surer 1 hour 02m 26.793s; Laffite 1 hour 02m 35.261s; Senna 1 hour 02m 35.896s; Johansson 1 hour 02.47.396s; de Angelis 1 hour 02m 51.472s; Prost 1 hour 02m 59.922s; Rosberg 1 hour 03m 17.751s; Streiff 1 hour 03m 27.452s, 49 laps; Boutsen 49 laps; Patrese 49 laps; Watson 49 laps; Berger 49 laps; Cheever 49 laps; Tambay 49 laps; Danner 46 laps; Capelli 44 laps.

Prost set a new fastest lap time of 1m 11.655s as he chased after de Angelis, 11s ahead. His friend Laffite scorched round in 1m 11.526s — another record. No-one else managed to better the 41-year old's time. And they call him the Old Man of Racing! On lap 59, though, he too was forced to retire when his turbo blew, giving Prost a push up into 6th. Alain was already closing fast on de Angelis. On lap 56, he was past and 5th. It was all he needed to become World Champion!

60 LAPS

Mansell 1 hour 14m 22.303s; Surer 1 hour 14m 39.105s; Senna 1 hour 14m 43.059s; Prost 1 hour 15m 13.168s; de Angelis 1 hour 15m 14.860s; Rosberg 1 hour 15m 22.274s; Streiff 1 hour 15m 59 laps; Boutsen 59 laps; Patrese 59 laps; Watson 59 laps; Berger 59 laps; Laffite 58 laps; Cheever 58 laps; Tambay 57 laps; Johansson 57 laps; Danner 55 laps.

Yet, only four laps later he unexpectedly found himself 4th and with three points when Johansson pulled out with electrical problems. All the Frenchman had to do now was finish. A job that leader Mansell was accomplishing very well himself. The Englishman's lead of 14.79s on Surer was a comfortable one but he increased the pace and widened the gap even more. Team mate Rosberg, meanwhile, had been fighting hard since the start to make up for the time lost as a result of his early crash — "*my own fault*" — and incredibly was behind de Angelis on lap 56! The Flying Finn barged past Elio and chased Prost with fierce determination. He took the Frenchman in ruthless manner on lap 65 and pinched his recently acquired 3rd place.

70 LAPS

Mansell 1 hour 26m 46.300s; Senna 1 hour 27m 02.442s; Rosberg 1 hour 27m 33.432s; Prost 1 hour 27m 51.843s; de Angelis 1 hour 27m 59.215s; Boutsen 69 laps; Watson 69 laps; Streiff 68 laps; Patrese 68 laps; Berger 68 laps; Cheever 68 laps; Tambay 67 laps.

Marc Surer's brillant second place which he'd hung on to since lap 41 suddenly evaporated in a cloud of familiar turbo smoke on lap 63, leaving the six points to Senna. But Prost had done it. He'd finished. With three points firmly in the bag, he had become the new Formula One World Champion of 1985! And Nigel Mansell had won the first Grand Prix of his career!

LAP BY LAP

F1: EUROPEAN GRAND PRIX

GRID POS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	12	7	5	6	25	2	8	16	11	26	22	18	28	20	27	3	15	23	17	19	1	33	9	4	30	29
Lap																										
1	12	6	7	5	11	8	16	28	27	25	26	3	18	2	23	33	20	22	19	15	17	9	4	30	1	29
2	12	6	7	5	11	8	28	27	26	3	2	25	18	23	33	22	20	19	15	17	9	4	1	30	29	16
3	12	6	7	5	11	8	28	27	26	2	3	18	23	22	33	25	20	19	15	17	9	4	1	30	29	16
4	12	6	7	5	11	8	28	27	26	2	3	18	23	22	33	25	20	19	17	15	1	9	4	30	16	29
5	12	6	7	5	11	8	28	27	2	26	3	23	18	22	33	25	20	19	17	1	15	9	4	30	16	
6	12	6	7	5	11	8	28	27	2	26	3	23	18	22	33	25	20	19	17	1	15	4	9	30		
7	12	5	11	28	8	27	2	26	3	23	18	22	25	33	19	20	17	15	1	4	9	30	6	7		
8	12	5	11	28	8	27	2	26	3	23	18	22	25	33	19	20	17	15	1	9	4	30	6			
9	5	12	11	28	8	2	27	26	3	23	18	22	25	33	19	20	17	15	1	9	4	30	6			
10	5	12	11	28	8	2	26	27	3	23	18	22	33	25	19	20	17	15	1	9	4	30	6			
11	5	12	11	28	8	2	26	27	3	23	18	22	25	33	19	20	17	15	1	9	4	30	6			
12	5	12	11	28	8	2	26	3	23	18	22	25	33	19	20	17	27	15	1	9	4	6	30			
13	5	12	11	8	28	2	26	3	23	18	22	25	33	19	20	17	15	1	9	4	27	6	30			
14	5	12	11	8	28	2	26	3	23	18	22	25	19	20	17	15	1	9	4	4	30	27	33			
15	5	12	11	8	28	2	26	3	23	18	25	22	19	20	17	15	1	9	4	6	30					
16	5	12	11	8	28	2	26	3	23	25	18	22	19	20	17	15	1	9	4	6	30					
17	5	12	11	8	28	2	26	3	23	25	18	22	19	17	15	1	9	4	6	30	20					
18	5	12	11	8	28	2	26	3	25	23	18	22	19	17	15	1	9	4	6	30						
19	5	12	11	8	28	26	2	3	25	23	18	22	19	17	15	1	9	4	6	30						
20	5	12	11	8	26	28	2	3	25	23	18	22	19	17	15	1	6	9	4	30						
21	5	12	8	11	26	28	2	3	25	18	23	22	19	17	15	1	6	9	4	30						
22	5	12	8	11	26	28	2	3	25	18	23	22	19	17	15	1	6	9	4	30						
23	5	12	8	26	11	28	2	3	25	18	23	22	19	17	15	1	6	9	4	30						
24	5	12	8	26	11	28	2	3	25	18	23	22	19	17	6	15	1	9	4	30						
25	5	12	8	26	11	28	2	3	25	18	23	22	19	17	6	1	15	9	4	30						
26	5	12	8	26	11	28	2	3	25	18	23	22	19	6	17	1	15	9	4	30						
27	5	12	8	26	11	28	2	3	25	18	23	22	19	6	17	1	15	9	4	30						
28	5	12	8	26	11	28	2	3	25	18	23	6	22	19	17	1	15	9	4	30						
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30	5	12	8	26	11	28	2	3	25	6	18	23	22	19	1	17	15	9	4	30						
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32	5	12	8	26	11	28	2	3	25	6	18	22	23	19	1	17	15	4	30	9						
33	5	12	8	26	11	28	2	3	25	6	18	22	23	19	1	17	15	4	30							
34	5	12	8	26	11	28	2	3	25	6	18	22	23	1	17	15	4	30	19							
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37	5	8	26	12	11	28	2	3	25	6	18	22	23	1	17	15	4	30								
38	5	8	26	12	11	28	3	2	25	6	18	22	23	1	17	15	4	30								
39	5	8	26	12	11	28	3	2	25	6	18	22	23	1	17	15	4	30								
40	5	8	26	12	11	28	3	2	25	6	18	22	1	17	15	23	4	30								
41	5	8	26	12	11	28	2	6	25	18	22	1	17	15	23	4	30	3								
42	5	8	26	12	28	11	2	6	25	18	22	1	17	15	23	4	30									
43	5	8	26	12	28	11	2	6	25	18	22	1	17	15	23	4	30									
44	5	8	26	12	28	11	2	6	25	18	22	1	17	15	23	4	30									
45	5	8	26	12	28	11	2	6	25	18	22	1	17	15	23	30	4									
46	5	8	26	12	28	11	2	6	25	18	22	1	17	15	23	30										
47	5	8	26	12	28	11	2	6	25	18	22	1	17	15	23	30										
48	5	8	26	12	28	11	2	6	25	18	22	1	17	23	15	30										
49	5	8	26	12	28	11	2	6	25	18	22	1	17	23	15	30										
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51	5	8	12	28	11	2	26	6	25	18	22	1	17	23	15	30										
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57	5	8	12	2	11	6	26	25	18	22	1	17	23	15	28											
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67	5	12	6	2	11	25	18	1	22	17	23	15														
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69	5	12	6	2	11	18	1	25	22	17	23	15														
70	5	12	6	2	11	18	1	25	22	17	23	15														
71	5	12	6	2	11	18	1	25	22	17	23	15														
72	5	12	6	2	11	18	1	25	22	17	23															
73	5	12	6	2	11	18	1	25	22	17	23															
74	5	12	6	2	11																					
75	5	12	6	2																						

■ Starting grid position
□ On leader's lap
▒ 1 lap or more behind leader
▒ Pitstop
■ Retired in the pits
■ Retired on the track

SUCCESSIVE LEADERS

Laps 1-8: **Senna**
Laps 9-75: **Mansell**

PIT STOPS

Lap 2: **Warwick**, injection problem.
Lap 3: **Warwick**, injection problem.
Lap 7: **Rosberg**, fresh tyres.
Lap 12: **Alboreto**, fresh tyres.
Lap 38: **Prost**, fresh tyres.
Lap 40: **Cheever**, fresh tyres.
Lap 51: **Laffite**, fresh tyres.
Lap 56: **Johansson**, fresh tyres and engine check.
Lap 58: **Tambay**, fresh tyres.

RETIREMENTS

Lap 4: **Martini**, off.
Lap 5: **Warwick**, injection problems.
Lap 7: **Piquet**, tangled with Rosberg at Surtees.
Lap 14: **Alboreto**, turbo failure and fire.
Jones, water radiator holed.
Lap 17: **Ghinzani**, engine failure.
Lap 32: **Alliot**, engine failure.
Lap 34: **Fabi**, engine failure.
Lap 41: **Brundle**, engine failure.
Lap 45: **Capelli**, off.
Lap 56: **Danner**, engine failure.
Lap 59: **Laffite**, engine failure.
Lap 60: **Johansson**, alternator.
Lap 63: **Surer**, turbo failure.

STATISTICS

EUROPEAN GRAND PRIX

Round fourteen of the 1985 World Championship.
Date: October 6, 1985.
Circuit: Brands Hatch.
Track Length: 2.6136 miles/4.206 km.
Race Distance: 75 laps or 315.45 km/196.02 miles
Weather: Cloudy.
Attendance: 120,000.
Qualifying: 27. **Qualified:** 26. **Starters:** 26.
Finishers: 12. **Classified:** 12.

STARTING GRID

Senna Lotus-Renault 97 T 1m 07.169s	Piquet Brabham-BMW BT54 1m 07.482s
Mansell Williams-Honda FW10 1m 08.059s	Rosberg Williams-Honda FW10 1m 08.197s
Streiff Ligier-Renault JS25 1m 09.080s	Prost McLaren-TAG MP4 1m 09.429s
Surer Brabham-BMW BT54 1m 09.762s	Warwick Renault RE60 1m 09.904s
De Angelis Lotus-Renault 97T 1m 10.014s	Laffite Ligier-Renault JS25 1m 10.081s
Patrese Alfa Romeo 185 T 1m 10.251s	Boutsen Arrows-BMW A8 1m 10.323s
Johansson Ferrari 156/85 1m 10.517s	Ghinzani Toleman-Hart TG185 1m 10.570s
Alboreto Ferrari 156/85 1m 10.659s	Brundle Tyrrell-Renault 014 1m 10.731s
Tambay Renault RE60 1m 10.934s	Cheever Alfa Romeo 185T 1m 11.500s
Berger Arrows-BMW A8 1m 11.608s	Fabi T. Toleman TG 185 1m 12.090s
Watson McLaren-TAG MP4 1m 12.496s	Jones Beatrice-Hart THL1 1m 13.084
Alliot RAM-Hart 03 1m 13.537s	Capelli Tyrrell-Renault 014 1m 13.721s
Danner Zakspeed 85 1m 15.054s	Martini Minardi-Chiti M185 1m 15.127s

PREVIOUS WINNERS

(Last two editions)
1984: **Prost** (McLaren MP4-2) Nürburgring
1983: **Piquet** (Brabham BT52) Brands Hatch

THEIR FASTEST LAPS

Laffite	1m 11.526s	Streiff	1m 14.476s
Prost	1m 11.655s	Tambay	1m 14.571s
Rosberg	1m 12.022s	Boutsen	1m 14.583s
Mansell	1m 12.583s	Piquet	1m 14.649s
Senna	1m 12.601s	Alboreto	1m 15.224s
Surer	1m 12.862s	Capelli	1m 15.538s
Johansson	1m 13.353s	Fabi T.	1m 15.595s
Cheever	1m 13.620s	Ghinzani	1m 15.946s
De Angelis	1m 13.793s	Alliot	1m 16.141s
Watson	1m 14.007s	Jones	1m 16.390s
Patrese	1m 14.317s	Danner	1m 19.150s
Berger	1m 14.391s	Martini	1m 21.352s
Brundle	1m 14.462s	Warwick	1m 28.545s

DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING TIMES	
1. Watson	McLaren International	McLaren-TAG/MP4-2B/4 (T/MP4-2B/5)	1m 12.496s	1m 12.516s
2. Prost	McLaren International	McLaren-TAG/MP4-2B/3	1m 10.345s	1m 09.429s
3. Brundle	Tyrrell Racing Org. Ltd	Tyrrell-Renault 014/03	1m 11.296s	1m 10.731s
4. Capelli	Tyrrell Racing Org. Ltd	Tyrrell-Renault 014/02	1m 16.879s	1m 13.721s
5. Mansell	Williams Racing Team	Williams-Honda FW 10/801 (T: FW/03)	1m 10.537s	1m 08.059s
6. Rosberg	Williams Racing Team	Williams-Honda FW 10/802	1m 09.277s	1m 08.197s
7. Piquet	Brabham MRD	Brabham-BMW BT54/9	1m 09.204s	1m 07.482s
8. Surer	Brabham MRD	Brabham-BMW BT54/6	1m 09.762s	1m 09.913s
9. Alliot	RAM Grand Prix Ltd	RAM-Hart 03/04 (T: 03/2)	1m 14.355s	1m 13.537s
11. De Angelis	John Player Spec. Team Lotus	Lotus-Renault 97T/3 (T: 97T/2)	1m 11.530s	1m 10.014s
12. Senna	John Player Spec. Team Lotus	Lotus-Renault 97T/4	1m 08.020s	1m 07.169s
15. Tambay	Equipe Renault Elf	Renault RE60 B/08 (T: RE60B/5)	1m 13.948s	1m 10.934s
16. Warwick	Equipe Renault Elf	Renault RE60 B/03	1m 11.014s	1m 09.904s
17. Berger	Arrows Racing Team Ltd	Arrows-BMW A8/3 (T: A8/5)	1m 11.608s	1m 11.638s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 10.918s	1m 10.323s
19. Fabi T.	Toleman Group Ltd	Toleman-Hart TG 185/05 (T: TG 185/03)	1m 13.024s	1m 12.090s
20. Ghinzani	Toleman Group Ltd	Toleman-Hart TG 185/04	1m 13.517s	1m 10.570s
22. Patrese	Benetton Euroracing	Alfa Romeo 185T/3 (T: 185T/2)	1m 10.963s	1m 10.251s
23. Cheever	Benetton Euroracing	Alfa Romeo 185T/1	1m 12.766s	1m 11.500s
24. Rothengatter	Osella Squadra Corse	Osella Alfa FA1-G1/85-2 (T: FA1-G/85-1)	1m 16.994s	1m 18.022
25. Streiff	Ligier Sport	Ligier-Renault JS25/03 (T: JS25/01)	1m 10.396s	1m 09.080s
26. Laffite	Ligier Sport	Ligier-Renault JS25/05	1m 11.312s	1m 10.081s
27. Alboreto	Ferrari SpA	Ferrari 156B/85B-085 (T: 156/85-B/083)	1m 10.877s	1m 10.659s
28. Johansson	Ferrari SpA	Ferrari 156B/85-B/086	1m 11.309s	1m 10.517s
29. Martini	Minardi Team SpA	Minardi Moderni Chiti M 185/003 (T: 002)	1m 16.842s	1m 15.127s
30. Danner	Zakspeed Rennsport	Zakspeed 85/02 (T: 85/01)	1m 15.947s	1m 15.054s
33. Jones	Beatrice	Beatrice-Hart THL 1/002	1m 14.050s	1m 13.084s

BRANDS HATCH

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(Results after Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britan, Germany, Austria, Holland, Italy, Belgium and Europe).

1. McLaren	9	0	3	9	4	0	4	9	8	9	1	5	9	4	3	=	86
2. Ferrari	9	5	1	6	1	5	1	0	3	6	9	7	3	2	0	0	=	77
3. Lotus	4	1	2	9	4	2	2	2	0	0	8	6	5	9	8	=	71
4. Williams	0	2	2	0	4	9	6	0	1	0	1	0	9	13	=	47
5. Brabham	0	0	0	0	0	1	9	4	0	1	0	9	2	0	=	26
6. Renault	2	4	4	2	0	0	1	2	0	0	0	0	1	0	=	16
7. Ligier	1	0	0	4	0	0	0	4	4	0	0	0	0	0	=	13
8. Arrows	0	0	6	0	0	0	0	0	3	0	0	0	0	1	=	10
9. Tyrrell	0	1	0	0	0	3	0	0	0	0	0	0	0	0	=	4

DRIVERS' WORLD CHAMPIONSHIP POINTS

(Results after Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britan, Germany, Austria, Holland, Italy, Belgium and Europe).

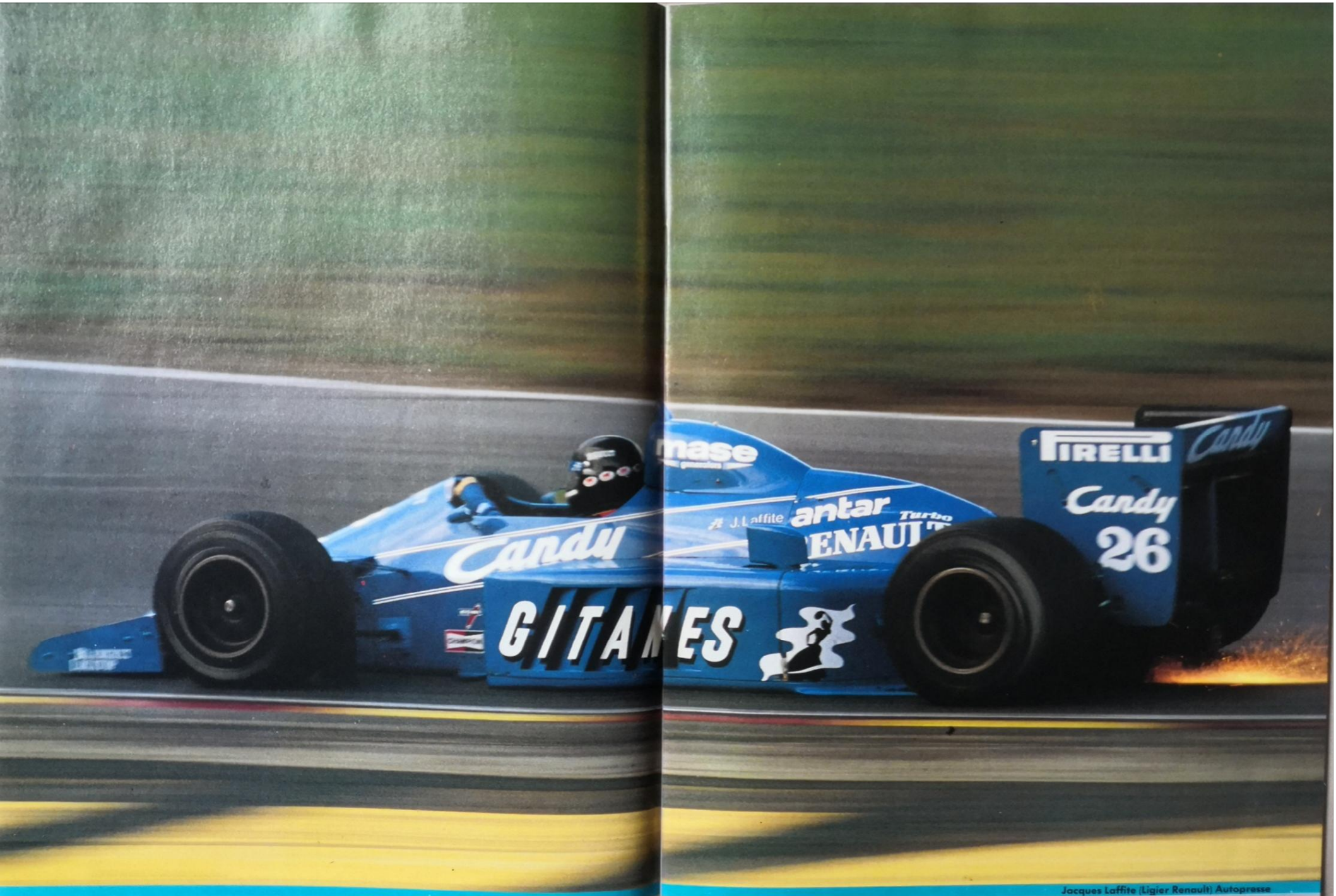
1. Prost	9	0	0	9	4	0	4	9	6	9	6	9	4	3	-	72
2. Alboreto	6	6	0	6	9	4	0	6	9	4	3	0	0	0	-	53
3. Senna	0	9	0	0	0	0	0	0	0	6	4	4	9	6	-	38
4. De Angelis	4	3	9	4	2	2	2	0	0	2	2	1	0	2	-	33
5. Rosberg	0	0	0	0	3	9	6	0	0	0	0	3	4	-	25
6. Mansell	0	2	2	0	1	0	0	0	1	0	1	0	6	9	-	22
7. Piquet	0	0	0	0	0	1	9	3	0	0	0	6	2	0	-	21
Johansson	0	0	1	0	6	6	3	0	0	3	0	2	0	0	-	21
9. Lauda	0	0	3	0	0	0	0	0	2	0	9	0	-	-	-	14
10. Tambay	2	4	4	0	0	0	1	0	0	0	0	0	0	0	-	11
11. Boutsen	0	0	6	0	0	0	0	0	3	0	0	0	0	1	-	10
Laffite	1	0	0	1	0	0	0	4	4	0	0	0	0	0	-	10
13. Surer	0	0	0	0	0	0	0	1	0	1	0	3	0	0	-	5
Warwick	0	0	0	2	0	0	0	2	0	0	0	1	0	-	5
15. Bellof	-	1	0	0	0	3	0	0	0	0	0	-	-	-	-	4
16. De Cesaris	0	0	0	3	0	0	0	0	0	0	0	-	-	-	-	3
16. Arnoux	3	0	-	-	-	-	-	-	-	-	-	-	-	-	-	3

FINAL RESULTS

1. Mansell (Williams Honda FW10) 75 laps or 315.45 km/196.02 miles in 1 hour 32m 52.109s, at an average speed of 203.630 kph/ 127.062 mph.
2. Senna (Lotus Renault) 1 hour 33m 13.415s.
3. Rosberg (Williams Honda) 1 hour 33m 50.642s.
4. Prost (McLaren-TAG) 1 hour 33m 57.231s.
5. De Angelis (Lotus-Renault) 74 laps.
6. Boutsen (Arrows-BMW) 73 laps.
7. Watson (McLaren-TAG) 73 laps.
8. Streiff (Ligier Renault) 73 laps.
9. Patrese (Alfa Romeo) 73 laps.
10. Berger (Arrows BMW) 73 laps.
11. Cheever (Alfa Romeo) 73 laps.
12.Tambay (Renault RE60) 72 laps.
Track and Race Lap Record: Laffite (Ligier Renault JS25) in 1m 11.526s at an average speed of 211.735 kph/132.333 mph.
Previous Record: Pironi (Ligier-Ford JS11/15) in 1m 12.368s, at an average speed of 209.239 kph/130.015 mph in 1980.

Pierluigi Martini (Minardi Moderni) DPPI

TRUE TO FORM THE YOUNGEST DRIVER IN FORMULA ONE WENT OFF ON LAP FOUR.MINARDI HAVE FINISHED TWO GPs THIS SEASON



Jacques Laffite (Ligier Renault) Autopresse

THE OLD MAN OF RACING SET A NEW TRACK RECORD. HIS DRIVE TO THIRD PLACE WAS RUINED, A TURBO BLEW WITH SIX LAPS TO GO

John Watson (McLaren-TAG MP4) DPPI

AFTER A TWO YEAR ABSENCE, JOHN WATSON DID A GOOD JOB IN McLAREN No1, PROGRESSIVELY GAINING CONFIDENCE TO FINISH 7TH

TEAM BY TEAM

Kyalami marked the penultimate round of the 1985 F1 World Championship. For most, the season was becoming rather long and for others South Africa was taken as a joy-ride. After all the circus had gone down to the Southern Hemisphere. October down there corresponds to spring with its characteristically unsettled weather. The circuit itself is situated at 1760 metres in altitude which results in a big drop in atmospheric pressure. Every day road-going cars barely react but our turbo-charged F1 beasts lose 150 grammes per boost pressure bar. In other words, boost pressure set at 4 bars becomes 3.4 bars with a drop in power of 15 %. An increase in turbo pressure to force the turbos to compress an extra 15 % of air, more often than not, results in the inevitable turbo blow-up. Secondly, the decrease in atmospheric pressure means that the radiators and intercoolers only function at 85 % of their normal capacity with the result that engine overheating becomes a very real problem or larger and bulkier cooling accessories have to be fitted.
Lastly, the aerodynamic devices, ie wings, moustaches and brake scoops, only receive 85 % of the air flow they normally do.
From the drivers' point of view, Kyalami is not a particularly tricky circuit. Senna admitted that *"The bit that impresses me most is the long straight. You just put your foot down on the throttle and wait until it's over."* Team mate de Angelis was more bothered about the left sweeping curve called Junskei, *"I'm sure it's the fastest curve of all the GP circuits. The car really does have to be perfectly balanced. But there musn't be too much downforce or you lose out on top speed down the straight. To be honest, Kyalami doesn't inspire much confidence."*
The track itself is exceptionally abrasive, causing the tyres to overheat and wear more quickly.

McLAREN
Lauda was back in the No 1 car, his wrist in perfect working order. The brake scoops had been changed in compliance with the rules. Sponsors Marlboro requested that their name be taken off the car.

TYRRELL
Philippe Streiff was in the second Tyrrell this time. The young Frenchman is waiting for Guy Ligier's decision whether to include him on the Ligier team next year. The Tyrrell drivers were given the task of testing new ventilated AP carbon brakes but both men were plagued with problems.

WILLIAMS
Mansell went testing at Snetterton straight after his win at Brands Hatch to sort out the settings of a new suspension unit.

BRABHAM
"This is the round where we are most likely to win," said an optimistic Gordon Murray. *"We put in thousands of miles testing here at the beginning of the season for Pirelli and for the engines."*

RAM
The British team did not go to Kyalami.

RENAULT
The Renault team did not go to Kyalami, pleading *force majeure*. Tambay and Warwick were invited by the organisers but only the Briton went over. *"It's horrible watching them all! I shouldn't have come! I'm impressed by the Williams cars. The chassis still looks a bit dodgy but they've got so much power in the engine."*

ARROWS
Barclay, like Marlboro, requested that their stickers be taken off the Arrows cars. A new rear wing had been mounted for Kyalami. Jackie Oliver's goal for the last two rounds of the season is to beat their record of 11 points in the Constructors' Championship which goes back to 1980.

TOLEMAN
Benetton was on, USA for Africa stickers were off. Brian Hart had brought along an impressive-looking computer to help him find the ideal settings for his electronic injection system. Fabi had an on-board car-to-pits radio for the first time.

ALFA/EURORACING
Larger KKK turbos were fitted with the result that the Alfas suddenly became almost reliable, with the disadvantage of increasing throttle lag.

OSELLO
There was only one FA1G/85 (chassis 02). No mistakes allowed! A new rear extractor had been mounted.

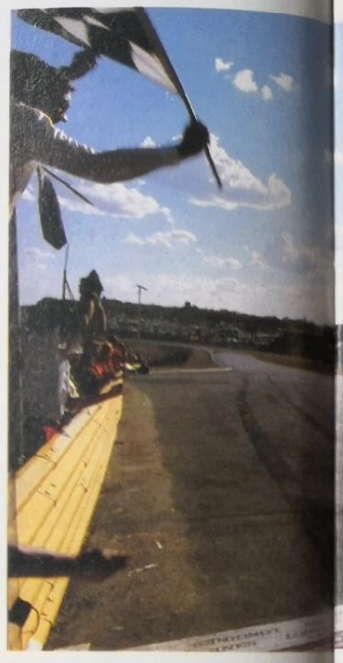
LIGIER
The Ligier team pleaded a case of *force majeure* and did not go to Kyalami.

FERRARI
Chassis 156-85/086, 084 and 083 (for the car) had been brought over to SA. All three were in their most recent versions but the 083 was in the former aerodynamic configuration ie, a long extractor replacing the triple plane rear wing. New KKK turbos had been fitted, together with a new wastegate and the turbo mounting points had been reinforced. Perhaps Ferrari's problems were due to chronic vibrations? There were two highly developed V6s for the second day of qualifying.

MINARDI
There was only one chassis, the M185/003. New sponsors Boipoint had their stickers to further adorn the multi-chromatic Minardi. Boipoint, manufacture products used in hairdressing salons.

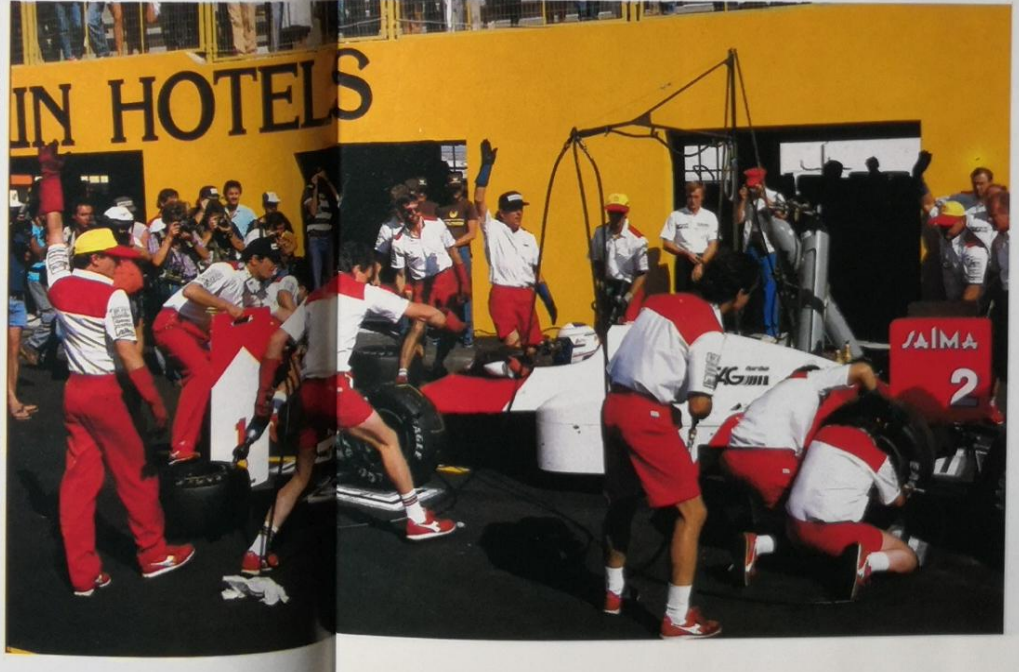
ZAKSPEED
The German team was entered for the European rounds of the World Championship only.

LOLA/HAAS
No longer called Beatrice Lola but Lola/Haas since the generous American backer was absent for the SA weekend. An intermediate chassis capable of taking either the Hart or the Ford engine is being built for testing which should begin shortly after the Australian GP.



Alain Prost (McLaren No 2) coaxes his expiring mount over the line (above). Bum boost — the latest in turbo technology?!

A leisurely wheel change in the McLaren pits cost the freshly crowned champion 18.23s...



ANALYSIS

It was a Grand Prix like any other, the same atmosphere that goes with any other round anywhere else reigned. The context was different. And this year's Kyalami was almost certainly the last round to be staged in South Africa. Even the organisers agreed on that. Thousands of whites applauded Mansell's victory. Only a few dozen blacks were present to do likewise.
New World Champion Alain Prost decided as he got out of bed on Saturday morning, to contradict his previous day's statement and step up onto the rostrum steps should he finish in the first three. *"I did the opposite of what I'd previously planned for the simple reason that I had had enough of all the phone calls — until 1 in the morning — and all the telexes telling me not to take part in the Grand Prix. I'm fed up with people using professional racing drivers as puppets for such and such a party. I don't see why this round should be criticised like that because it's been on the calendar for a long time and it was maintained by the Federation. I think I'm old enough to know what I ought or ought not to do. I was on the podium for the spectators and my mechanics. Those people who didn't want the GP to take place should have done something about it a long time ago. Not this weekend. Let's just say that I'd rather not have to race here next year."*

PROST: "OF COURSE I WANTED TO BLOODY WIN"

Mansell, Rosberg, Prost and Johansson were all upon the rostrum for the champagne ritual. The poor Swede was convinced that he'd finished 3rd! But he hadn't. He's crossed the line a whole lap after Prost. Alboreto retired on lap 8 when the left turbo blew. Stefan's effort, however, is highly commendable in view of his obviously uncompetitive Ferrari which he hauled into 4th place by dint of hard driving.
Both Arrows drivers were in a similar situation. *"The chassis was great,"* Boutsen commented after the race. *"The car only had a very slight tendency to oversteer. We were also down on top speed as we'd set up the car for maximum downforce. My biggest problem came from the very low turbo boost setting. That was the only way we were sure of finishing the race!"*
Both Arrows were at the finish but the same can't be said of the Brabhams. Not only was there the long 1800m straight to contend with, there was also the altitude — 1800m. The turbos blew on the Toleman, Lotus, Brabham and Osella cars. Ten retirements as early as lap 17!
Prost's last lap was a really slow one. *"I thought about retiring but I could see my team glaring at me from the pits! I went on to the end for them. I didn't*

F1: SOUTH AFRICAN GRAND PRIX

GRID POS.	1 5	2 7	3 6	4 12	5 8	6 11	7 19	8 1	9 2	10 18	11 17	12 22	13 20	14 23	15 27	16 28	17 3	18 4	19 29	20 24
Lap																				
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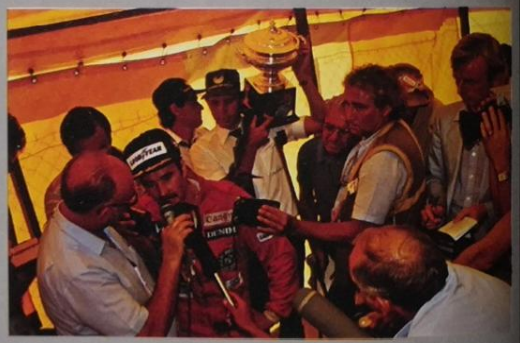
75	5	6																		



■ Starting grid position
□ On leader's lap
▒ 1 lap or more behind leader
▒ Pitstop
▒ Retired in the pits
▒ Retired on the track

SOUTH AFRICAN GRAND PRIX

Round fifteen of the 1985 World Championship.
Date: October 19, 1985.
Circuit: Kyalami.
Track Length: 4.108km/2.55 miles.
Race Distance: 75 laps or 307.8 km/192.375 miles.
Weather: Very sunny and warm.
Attendance: 50,000.
Qualifying: 21. **Qualified:** 21. **Starters:** 20.
Finishers: 7. **Classified:** 7.

FOR THE RECORD

Renault and Ligier did not go to Kyalami for political reasons. RAM were absent through lack of funds. Alan Jones did not race, he was the victim of a virus. Zakspeed were not entered for this round • Philippe Streiff's first GP for Tyrrell • Wide-diameter turbos fitted to the Alfas, Ferraris and McLarens • In view of the political situation in SA, numerous sponsors requested their stickers to be removed — Marlboro (Ferrari and McLaren), Barclay (Arrows) and Beatrice (Lola) • De Angelis announced he would be leaving Lotus • Possibly the last staging of the SA GP •

PIT STOPS

Lap 2: **Ghinzani**, changed front wing.
Lap 27: **Rosberg**, fresh tyres; **Johansson**, fresh tyres.
Lap 29: **Boutsen**, fresh tyres.
Lap 31: **de Angelis**, fresh tyres; **Berger**, fresh tyres.
Lap 33: **Lauda**, fresh tyres.
Lap 35: **Prost**, fresh tyres.
Lap 38: **Mansell**, fresh tyres.
Lap 43: **Brundle**, fresh tyres.
Lap 48: **Rosberg**, fresh tyres.
Lap 60: **Boutsen**, fresh tyres.

RETIREMENTS

Lap 1: **Patrese** and **Cheever**, tangled.
Lap 2: **Rothengatter**, engine.
Lap 4: **Fabi**, engine; **Surer**, engine.
Lap 5: **Ghinzani**, engine.
Lap 7: **Piquet**, engine.
Lap 9: **Senna**, engine; **Alboreto**, engine.
Lap 17: **Streiff**, off.
Lap 38: **Lauda**, left turbo.
Lap 46: **Martini**, water leak.
Lap 53: **de Angelis**, engine.

STARTING GRID

Mansell
Williams-Honda FW 10
1m 02.366s

Piquet
Brabham-BMW BT 54
1m 02.490s

Rosberg
Williams-Honda FW10
1m 02.504s

Senna
Lotus-Renault 014
1m 02.825s

Surer
Brabham-BMW BT54
1m 04.088s

De Angelis
Lotus-Renault 97T
1m 04.129s

Fabi T.
Toleman-BMW TG 185
1m 04.215s

Lauda
McLaren-TAG MP4
1m 04.283s

Prost
McLaren-TAG MP4
1m 04.376s

Boutsen
Arrows-BMW A8
1m 04.518s

Berger
Arrows-BMW A8
1m 04.780s

Patrese
Alfa Romeo 185 T
1m 04.948s

Ghinzani
Toleman-Hart TG 185
1m 05.114s

Cheever
Alfa Romeo 185 T
1m 05.260s

Alboreto
Ferrari 156B/85
1m 05.268s

Johansson
Ferrari 156B/85
1m 05.388s

Brundle
Tyrrell-Renault 014
1m 05.649s

Jones
Lola-Hart
1m 05.731s

Streiff
Tyrrell-Renault 014
1m 06.205s

Martini
Minardi Moderni M 185
1m 08.658s

Rothengatter
Osella-Alfa FA1
1m 09.873s

DNS: Jones (Lola-Hart) III

SUCCESSIVE LEADERS

Laps 1-7: **Mansell**
Lap 8: **Rosberg**
Laps 9-75: **Mansell**

DRIVERS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britain, Germany, Austria, Holland, Italy, Belgium, Europe and South Africa.)

1. Prost	9 0 0 9 4 0 4 9 6 9 6 9 4 (3) 4	= 76
2. Alboreto	6 6 0 6 9 4 0 6 9 4 3 0 0 0 0	= 53
3. Senna	0 9 0 0 0 0 0 0 0 6 4 4 9 6 0	= 38
4. De Angelis	4 3 9 4 2 2 2 0 0 2 2 1 0 2 0	= 33
5. Rosberg	0 0 0 0 3 9 6 0 0 0 0 0 3 4 6	= 31
Mansell	0 2 2 0 1 0 0 0 1 0 1 0 6 9 9	= 31
7. Johansson	0 0 1 0 6 6 3 0 0 3 0 2 0 0 3	= 24
8. Piquet	0 0 0 0 0 1 9 3 0 0 0 6 2 0 0	= 21
9. Lauda	0 0 3 0 0 0 0 0 2 0 9 0 - - 0	= 14
10. Tambay	2 4 4 0 0 0 1 0 0 0 0 0 0 0 -	= 11
Boutsen	0 0 6 0 0 0 0 3 0 0 0 0 1 1 -	= 11
12. Laffite	1 0 0 1 0 0 0 4 4 0 0 0 0 0 -	= 10
13. Surer	0 0 0 0 0 0 0 1 0 1 0 3 0 0 0	= 5
Warwick	0 0 0 2 0 0 0 2 0 0 0 0 1 0 -	= 5
15. Bellof	- 1 0 0 0 3 0 0 0 0 - - - - -	= 4
16. De Cesaris	0 0 0 3 0 0 0 0 0 0 - - - - -	= 3
Arnoux	3 0 - - - - - - - - - - - - -	= 3
18. Berger	0 0 0 0 0 0 0 0 0 0 0 0 0 0 2	= 2

THEIR FASTEST LAPS

Rosberg	1m 08.149s	Johansson	1m 10.413s
Mansell	1m 08.518s	Piquet	1m 10.476s
Prost	1m 08.713s	Alboreto	1m 10.850s
Boutsen	1m 09.230s	Streiff	1m 11.401s
Lauda	1m 09.500s	Fabi	1m 12.035s
De Angelis	1m 09.960s	Surer	1m 12.100s
Senna	1m 10.077s	Martini	1m 14.428s
Berger	1m 10.258s	Ghinzani	1m 29.450s
Brundle	1m 10.339s	Rothengatter	1m 29.792s

PREVIOUS WINNERS

(Last five editions)
1984: **Lauda** (McLaren-MP4).
1983: **Patrese** (Brabham BT52).
1982: **Prost** (Renault RE 30B).
1981: **Reutemann** (Williams FW07B)*.
1980: **Arnoux** (Renault RE20).
* Non-championship event.

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britain, Germany, Austria, Holland, Italy, Belgium, Europe and South Africa.)

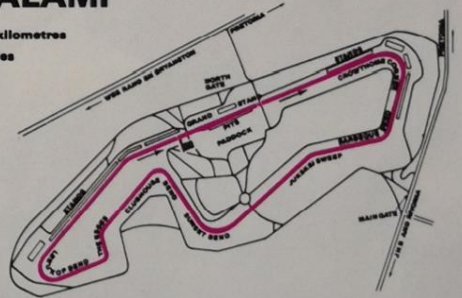
1. McLaren	9 0 3 9 4 0 4 9 8 9 1 5 9 4 3 4	= 90
2. Ferrari	9 6 1 6 1 5 1 0 3 6 9 7 3 2 0 0 3	= 80
3. Lotus	4 1 2 9 4 2 2 2 0 0 8 6 5 9 8 0	= 71
4. Williams	0 2 2 0 4 9 6 0 1 0 1 0 9 1 3 1 5	= 62
5. Brabham	0 0 0 0 0 1 9 4 0 1 0 9 2 0 0	= 26
6. Renault	2 4 4 2 0 0 1 2 0 0 0 0 1 0 -	= 16
7. Ligier	1 0 0 4 0 0 0 4 4 0 0 0 0 0 -	= 13
Arrows	0 0 6 0 0 0 0 0 3 0 0 0 0 1 3	= 13
9. Tyrrell	0 1 0 0 0 3 0 0 0 0 0 0 0 0 0	= 4

FINAL RESULTS

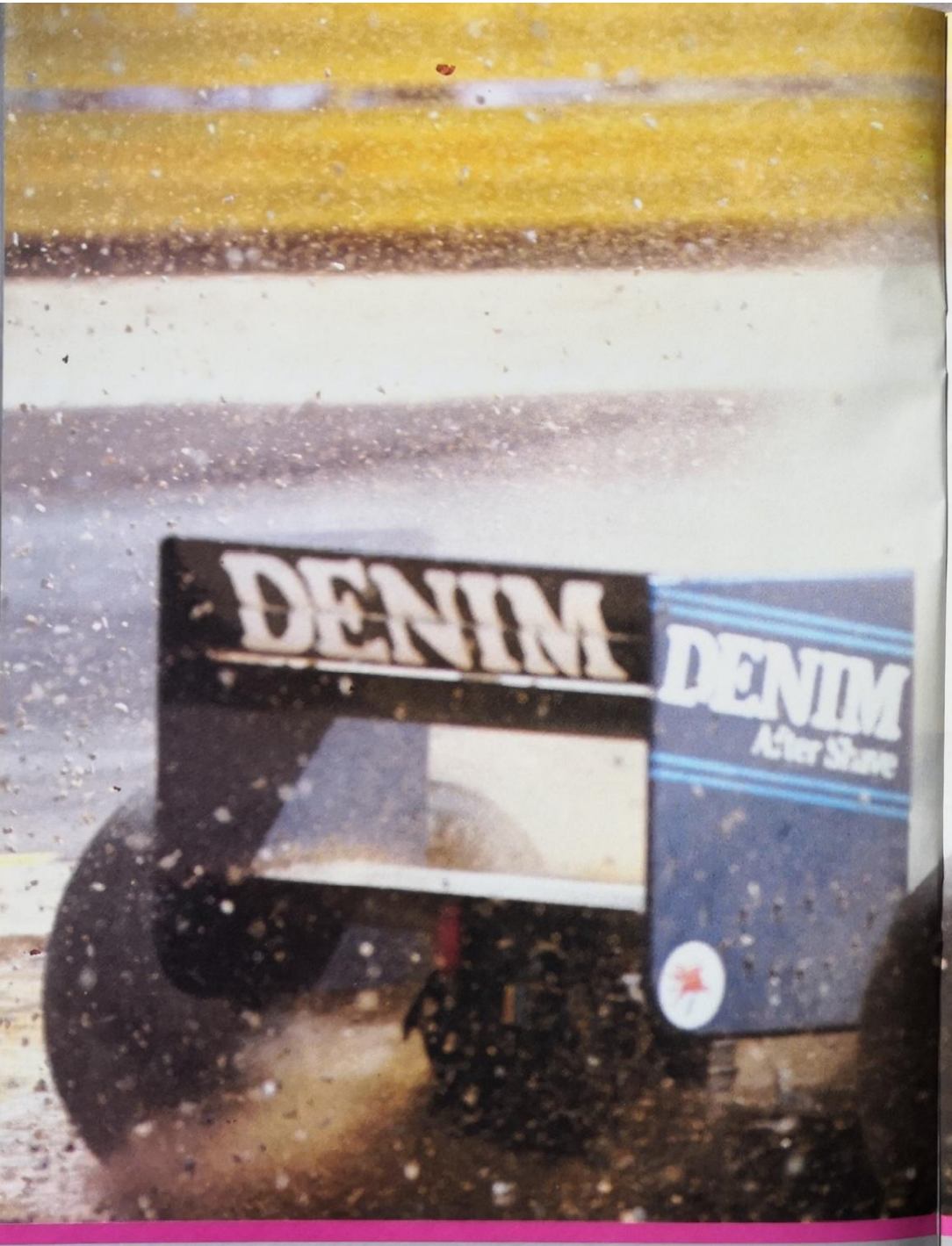
1. Mansell (Williams-Honda) **75 laps or 307.8 km/192.375 miles in 1 hour 28m 22.86s at an average speed of 208.959 kph/130.599 mph.**
2. Rosberg (Williams-Honda) 1 hour 28m 30.43s.
3. Prost (McLaren-TAG) 1 hour 29 03.90s.
4. Johannson (Ferrari) 74 laps.
5. Berger (Arrows-BMW) 74 laps.
6. Boutsen (Arrows-BMW) 74 laps.
7. Brundle (Tyrrell-Renault) 74 laps.
Track and Race Lap Record: Rosberg (Williams-Honda) 1m 8.14s at an average speed of 216.796 kph/135.497 mph.
Previous Record: Prost (Renault RE 30B) 1m 08.278s at an average speed of 216.385 kph/135.240 mph in 1982.

KYALAMI

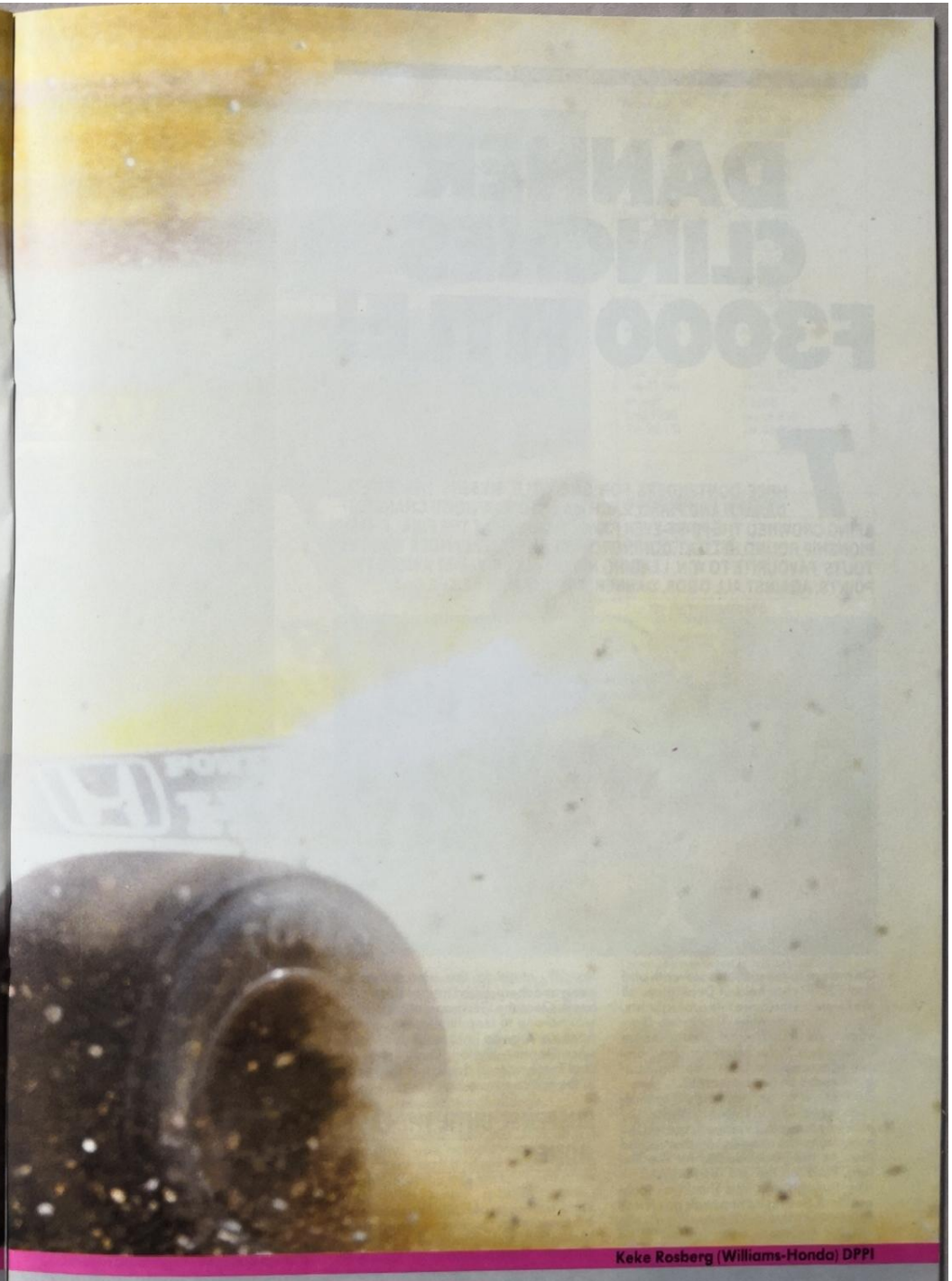
4.1038 kilometres
2.55 miles



DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING TIMES	
1. Lauda	McLaren International	McLaren-TAG/MP4-2B/4 (T: MP4-2B/2)	1m 05.357s	1m 04.283s
2. Prost	McLaren International	McLaren-TAG/MP4-2B/3	1m 05.757s	1m 04.376s
3. Brundle	Tyrrell Racing Org. Ltd	Tyrrell-Renault 014/03	1m 06.709s	1m 05.649s
4. Streiff	Tyrrell Racing Org. Ltd	Tyrrell-Renault 014/2	1m 07.935s	1m 06.205s
5. Mansell	Williams Racing Team	Williams-Honda FW 10/8Q 1 (T: FW/03)	1m 03.188s	1m 02.366s
6. Rosberg	Williams Racing Team	Williams-Honda FW 10/802	1m 03.073s	1m 02.504s
7. Piquet	Brabham MRD	Brabham-BMW BT54/9	1m 03.844s	1m 02.490s
8. Surer	Brabham MRD	Brabham-BMW BT54/6	1m 05.411s	1m 04.088s
11. De Angelis	John Player Sp. Team Lotus	Lotus-Renault 97T/3 (T: 97T/2)	1m 04.611s	1m 04.129s
12. Senna	John Player Sp. Team Lotus	Lotus-Renault 97T/4	1m 04.517s	1m 02.825s
17. Berger	Arrows Racing Team Ltd	Arrows-BMW A8/3 (T: A8/5)	1m 06.546s	1m 04.780s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 05.079s	1m 04.518s
19. Fabi T	Toleman Group Ltd	Toleman-Hart TG 185/05 (T: TG 185/03)	1m 06.082s	1m 04.215s
20. Ghinzani	Toleman Group Ltd	Toleman-Hart TG 185/04	1m 07.800s	1m 05.114s
22. Patrese	Benetton Euroracing	Alfa Romeo 185T/3 (T: 185T/2)	1m 06.386s	1m 04.948s
23 Cheever	Benetton Euroracing	Alfa Romeo 185T/1	1m 07.159s	1m 05.260s
24. Rothengatter	Osella Squadra Corse	Osella Alfa FA1-G1/85-2	1m 09.904s	1m 09.873s
27. Alboreto	Ferrari SpA	Ferrari 156B/85B-086 (T: 156/85-B/083)	1m 05.268s	1m 05.757s
28. Johansson	Ferrari SpA	Ferrari 156B/85-B/084	1m 05.406s	1m 05.388s
29. Martini	Minardi Team SpA	Minardi Moderni M 185/003	1m 10.025s	1m 08.658s
33. Jones	Lola-Haas	Lola-Hart THL1/002	1m 07.144s	1m 05.731s



ROSBERG RALLIES HIS WAY THROUGH THE DUST AFTER SLIDING



Keke Rosberg (Williams-Honda) DPPI

ON OIL ON LAP 8. OUT FOR A WIN, THE FINN FINISHED 2nd.

DANNER CLINCHES F3000 TITLE!

THREE CONTENDERS FOR ONE TITLE, MESSRS THACKWELL, DANNER AND PIRRO. EACH MAN STOOD A GOOD CHANCE OF BEING CROWNED THE FIRST-EVER F3000 CHAMPION AT THE FINAL CHAMPIONSHIP ROUND HELD AT DONINGTON. THE NEW ZEALANDER WAS THE TOUTS' FAVOURITE TO WIN, LEADING HIS GERMAN RIVAL BY A MERE TWO POINTS. AGAINST ALL ODDS, DANNER WAS THE MAN OF THE DAY!

On the eve to the season's eleventh and final F3000 race held at Donington, all eyes were on the three title protagonists, New Zealander Mike Thackwell, Germany's Christian Danner and the Italian Emmanuele Pirro. Mathmatically, any one of them could have won the inaugural series on September 22.

Danner, with an impressive end-of-season record and hyper-motivated by his F1 debut with Zakspeed, started the race from the outside of the second row. As the pack headed for the first turn, Pirro (on the 3rd row) barged his way through and into Thackwell (pole position). Seeing his two rivals go off into retirement together, Danner was free to win his 4th race of the season as he pleased.

Third fastest during qualifying, Hytten (March 85B) led the 21-strong field until lap 29, much to the amazement of everyone there, with Danner close at his heels. Once the German was past, there was no-one to stop him from scoring a fine win. A good final result for March, since Danner, Hytten, Capelli and Michel Ferté crossed the line in that order in the British constructor's cars.

SUSPENSE UNTIL THE LAST MOMENT

This first season of F3000 has proved to be encouraging. Tyre manufacturers (Avon and Bridgestone) as well as constructors (March, of course, Ralt, AGS and Lola) have all shown great interest in the series. Drivers such as Danner, Thackwell, Pirro, Nielsen, Streiff and Capelli have demonstrated top class driving skills and F1 teams have already begun recruiting from this talented bunch.

Suspense until the closing stages of the championship prompted increased television coverage for the final rounds (Zeltweg and Zandvoort, but not, alas, at Doninaton).

Lack of competitors is one of the failings of this championship, together with the clashing of dates with other important races (the opening round was staged the same day as the Portuguese GP). The reason why the entry list is disappointingly short is attributed to the high costs incurred, necessitating a substantial budget from generous sponsors. Estimates put the cost of a full season at three times higher than the former F2 championship, and this despite the reliability of the Cosworth engine.

Danner scored four wins this season to become the first European F3000 champion.

A STEPPING STONE INTO FORMULA ONE

To all intents and purposes, the aim of F3000 has been reached since a number of drivers who took part in the series are on their way — or already launched — towards a career in F1. Something that could not be guaranteed for F2 competitors.

Impressive talent has surfaced and the idea of creating F3000 to bridge the gap between F3 and F1 has been totally successful.

The future of F3000 looks rosy with increased TV coverage during the second half of the season and a good showing of interest by the motoring press in general.

Although in it's inaugural year, the series has, on the whole, fulfilled its promises. Founders, sponsors, constructors and drivers should all be congratulated in having accepted the challenge.

Mike Thackwell, the last man to have been bestowed with the title of F2 champion was not crowned the first F3000 winner. It does seem fitting though, that the title should have gone to Christian Danner, a brilliant young driver who, sadly, is now Germany's leading single seater representative following the tragic deaths of Manfred Winkelhock and Stefan Bellof. ■

F3000 STARTING GRID

Thackwell **Ralt RG-20** **1m 23.59s**	Nielsen Ralt RB-20 1m 24.06s
Hytten March 85 B 1m 24.23s	Danner March 85B 1m 24.40s
Pirro March 85B 1m 24.41s	Tassin March 85B 1m 24.68s
A Ferté March 85B 1m 24.81s	M. Ferté March 85B 1m 25.02s
Streiff AGS 1m 25.37s	Dacco March 85B 1m 25.61s
Livio March 85B 1m 30.01s	Borgudd Arrows A6 1m 30.21s
Ballabio Lola T950 1m 31.94s	Lang March 85B 1m 32.31s
Musett Lola T950 1m 34.15s	Capelli March 85B 1m 46.59s

SUCCESSIVE LEADERS

Laps 1-29: **Hytten**
Laps 30-40: **Danner**

MAIN RETIREMENTS

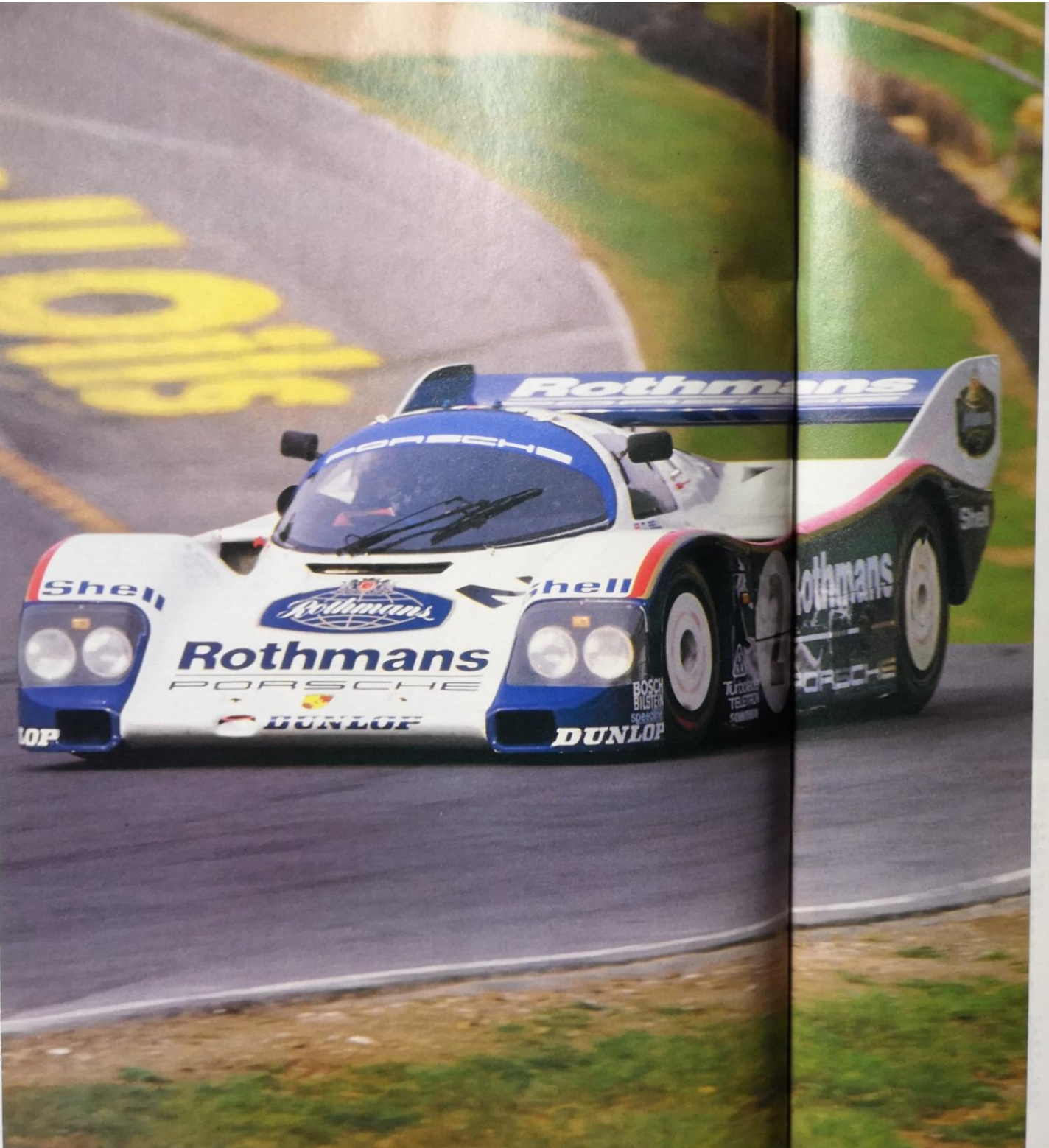
Lap 1: **Pirro** (March 85B) and **Thackwell** (Ralt) tangled; Lap 20: **Tassin** (March 85B) gear linkage; Lap 30: Borgudd (Arrows A6) tangled with Livio (March) during early laps and retired with road holding problems.

FINAL RESULTS
September 22, 1985

1. Danner (March 85B) 40 laps or 126km/78.75 miles in 59m17.83s, at an average speed of 162.83 kph/101.76 mph. 2. Hytten (March 85B) 59m28.06s; 3. Capelli (March 85B) 59m39.19s; 4. M. Ferté (March 85B) 59m42.03s; 5. Streiff (AGS) 59m43.14s; 7. Dacco (March 85B) 59m42.95s; 8. Kaiser (March 85B) 1 hour 00m19.88s; 9. Santin (March 85B) 1 hour 00m38.87s; 10. Fabre (March 85B) 39 laps; 11. Leoni (March 85B) 39 laps; 12. Lang (March 85B) 39 laps; 13. Nielsen (Ralt RC85) 39 laps; 14. Ballabio (Lola T950) 38 laps; 15. Musetti (Lola T950) 38 laps; 16. Livio (March 85B) 37 laps.
Race Lap Record: Capelli (March 85B) 1m27.60s at an average speed of 165 kph/103 mph.

F3000 CHAMPIONSHIP RESULTS

1. Danner (D) 51 points; 2. Thackwell (NZ) 45 points; 3. Pirro (I) 38 points; 4. Nielsen (DK) 34 points; 5. M. Ferté (F) 17 points; 6. Tarquini (I) 16 points; 7. Capelli (I) and Streiff (F) 13 points; 9. A. Ferté (F) and Leoni (I) 10 points; 11. Hytten (CH) 8 points; 12. Grouillard (F) 7 points; 13. Dacco (I) 6 points; 14. Kaiser (A) and Moreno (BR) 3 points; 16. Dumfries (GB), Tassin (B), Alliot (F) and Fangio (Arg) 1 point.



GAME SET AND MATCH TO STUCK/BELL

HANS JOACHIM STUCK AND DEREK BELL CLINCHED THE DRIVERS' WORLD ENDURANCE CHAMPIONSHIP TITLE WITH A SUPERB THIRD WIN OF THE SEASON

by Jean-Marc Teissedre

Since the beginning of the season it had been difficult to say whether it was Lancia or Porsche (not forgetting Jaguar) that had used the new WEC rules for 1985 to their best advantage. The answer after the Brands Hatch 1000 km race was clear. Porsche.

LANCIA MUST CHOOSE THE RIGHT DRIVERS FOR ITS TEAM

A severe judgement in view of the fact that if de Cesaris hadn't collided with Patrese, there would have been one Italian car sandwiched between the two Porsches at the finish. The incident deprived us of a thrilling end to the 5-hour race as there were four cars within thirty seconds of each other at the time of impact. Lancia have made consistent progress throughout the season and the Italian cars are worthy of their German rivals now. However, back at the team's Turin base, a lot of sorting has to be done amongst the men.

The Stuttgart engineers put up a good demonstration of efficiency during both qualifying and the race. Ickx, Mass, Bell and Stuck all abided by the principle behind Endurance racing, unlike the Italian Formula One drivers, who thrilled the spectators as they slid their cars through the turns and even off the road a number of times.

If Lancia wants to win the championship in 1986, team manager Caesar Fiorio will have to form two equally reliable and quick teams, capable of staying the whole series. We don't wish to criticise Lancia's chosing Andrea de Cesaris for the last race. Why not indeed, if the Martini team wanted to end the season on a high note. They are quite free to take on a driver who's been sacked for over-enthusiasm from his Formula One team.

On the German side, things were not too good either. Stuck almost lost the race on lap 5 when he attempted a daring overtaking manoeuvre. But it's the result that counts, and he was at the finish.

There were no fuel consumption problems, no engine failures. In fact, the Porsche contingent have rarely put a foot wrong in the past ten years. The last occasion was at the 1985 Le Mans 24 Hours...

Back to Brands Hatch, now. It is interesting to note that the average speed during the first hour was 181.55 kph / 113.46 mph and at the finish 179.59 kph / 112.24 mph, which proves that the four leaders were not having to think about fuel consumption. The difference between the two teams amounted to attention to detail, like the Lancia brakes, which augurs well for next year.

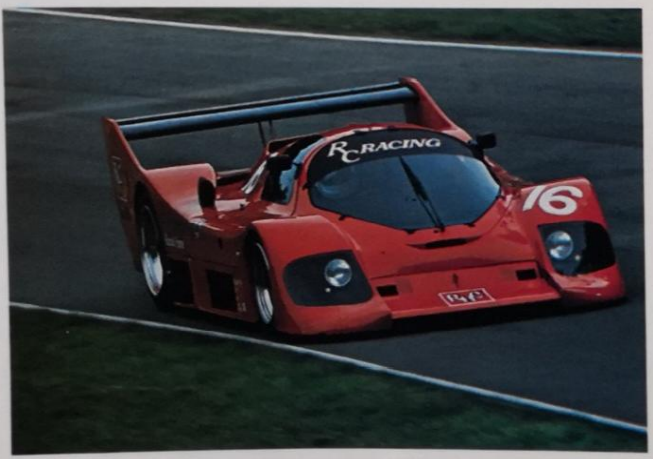
It was a great disappointment not to see either of the Jaguars at the finish. Brilliant during qualifying and not far behind the Lancias during the early stages, the green cars appeared all too briefly to most people's liking. Although the Brands Hatch round only counted for the drivers' championship, attendance figures were in excess of 26,000, another encouraging factor for next year.

Derek Bell and Hans Joachim Stuck are 1985's WEC champions, may we extend our congratulations to the new title holders!

SPICE/BELLM C2 CHAMPIONS

Group C2 drivers Gordon Spice and Ralph Bellm had already established an unbeatable points-lead so, despite their retirement, they were crowned. The Alba didn't manage to finish once ahead of the British entries with the Spice and Ecosse teams taking all the laurels.

It seems doubtful whether there'll be anyone to give them a fight in 1986. Although the ALD finished 3rd in C2, it was conceding the grand total of 26 laps to Wilds / Mallock!



The crowds came flocking to see the Jaguars. A promising toe-dipping season (above)

New bodywork for the Cleare/Leslie Porsche CK5 powered by a 935 engine (bottom)

The French had come over to Brands, for some strange reason they tend only to take part in their own Le Mans 24 Hours. The results obtained are encouraging, but will they be competitive by next year?

QUALIFYING

Jaguar hadn't raced before their home crowd since 1956! So Brands Hatch was a symbolic occasion for the "British racing green" cars. For Lancia, the English round marked the last race of the season and nothing, as yet, has been decided as to whether they will compete in the championship during 1986. Porsche had their first public outing since the terrible tragedy at Spa. The three constructors, therefore, were all out to prove something, a job made that much easier by the absence of the private German Porsche teams. Qualifying was decidedly tough as the war of the three constructors was waged. All existing records were subsequently broken.

A CINCH FOR LANCIA

PORSCHE: TRY, TRY AGAIN

Lancia have always led the dance during qualifying, with only two exceptions. Brands Hatch followed the rule and as early as Friday, the Lancia twins were fastest. And they claimed they were still setting up the cars! Riccardo Patrese was the first man to go crashing through last year's pole position time set by Palmer (Porsche) last year. The Italian's impressive 1m 14.66s was 2.34s lower than the Doctor's. For Lancia it meant much more since Wollek's 1m 19.09s time from last summer had gone down on record as the fastest time ever established by an Italian Endurance car at Brands. Ex-Formula One driver Andrea de Cesaris quickly got to grips with his new car and scorched round the track in 1m 15.10s, an average speed of over 200 kph.

Back in the Porsche camp, try as they might, no-one could beat the Italian cars. Stuck was unable to improve on his time of 1m 16.08s. He complained that he had been baulked by the Lancias just as he put on soft rubber tyres for a "quickie". It's difficult to believe the Bavarian driver's excuse since he went out only minutes to the end of the session and the Lancias had already been back in their pits for quite some time.

Stuck was 0.8s faster than Mass. The four Porsche cars were quicker than 1984's reference times when Bellof put in a time of 1m 17.19s. Not much progress, then, in the Porsche camp but as Jacky Ickx said, *"Significant though, because we didn't have to resort to using devious means."* He was alluding to the Lancias of Cesare Fiorio. No-one is quite sure whether the cars are fitted with special "short-life" engines for flying laps or whether, as the Italian manager insists, they are last year's engines which the drivers can push to the limit.

JAGUAR IN THE RUNNING

It was interesting to note, however, that the Jaguars' performances were representative — the two XJR6s were only separated by 0.04s! Alan Jones was finally fastest of the green cars in 1m 19.99s. Bellof's Group C race and track record from 1983 was 1m 19.99s and Jaguar Racing's Tom Walkinshaw was feeling very confident for the race. Walkinshaw had to call in drivers to replace Thackwell (F3000 at Donington) and Brundle (moral obligations to his F1 team). Jag newcomer Alan Jones was joined by Jam Lammers.

With Lancia on the front row, Porsche on the second and Jaguar on the third, the automatic clutch 956 (Holbert/Schuppan) was seventh fastest in 1m 20.18s. Although considerably slower, neither of the drivers went out on soft rubber which meant that for the race, things could be spicy.

SPICE/TIGA: VERY CLOSE INDEED

Which brings us to Group C2 and the Spice/Tiga duel. Gordon Spice had built his car using the Tiga design but could only hoist it to within 0.002s of the Tiga and no more!! These two cars have progressed in leaps and bounds since last year when their fastest lap time was 1m 26.62s, compared with 1m 23.04s this year. The Group C2 Ecosse was further down the grid (1m 26.50s) and Finotto / Facetti were still trying to get the water-circuit on their Alba to function correctly.

Times were no faster during the afternoon apart from the Emka's. It had been held up with engine problems during the morning session. Tiff Needell (1m 23.98s) was then a full second faster than the Regout / de Dryver / Cooper Cheetah but unfortunately in light of the competition from Lancia, Jaguar and Porsche, the V8 Aston Martin is having trouble keeping up.

The French took their cars across the Channel. The quickest was the Bassaler / Lacaud Sauber, ahead of the ALD and the Isolia, both powered by BMW engines.

The organisers were pleased to see the public come in great numbers to support the British Jaguar team.

THE RACE

The good showing of spectators also brought the good weather along with them, which made a pleasant change for the drivers from the grey skies during qualifying.

At 12 noon, the green light was switched on and the Lancia twins led the pack ahead of the Porsche and Jaguar pairs. Gordon Spice was an early retirer. He'd started the race from the pits having discovered the starter wasn't quite so willing to function anymore. A Tiga was back in the pits with a broken wheel bearer, whilst a Cheetah was out of the running when a leak was detected on the metering unit on the parade lap.

1 HOUR

Holbert/Schuppan 58m 22.72s (181.55 kph); Ickx/ Mass 59m 7.79s; Patrese/ Nannini 59m 14.45s; Bell/ Stuck 59m 23.13s; Wollek / Baldi / Cesaris 59m 51.32s; Heyer / Lammers 58m 38.52s; Mallock / Wilds 58m 36.42s; Finot. / Facet. / Coppel. 59m 04.92s; Barberio / Gellini / Frey 59m 57.75s; Cleare / Leslie 59m 00.61s; Payne / Andrews / Ashmore 59m 28.99s; Los / Galica / Olofsson 59m 51.57s; Bassaler / Lacaud 57m 30.39s; Ferrarin / Rossiaud 58m 58.20s; Winther / Mercer 59m 07.60s; Gall / Doeren 58m 26.84s; Taylor / Harrower / Adams 58m 35.68s; Descartes / Heuclin 57m 00.55s; Smith / Kimpton / Wood 58m 44.40s; Catlow / Hoy / Bain 49m 09.21s; Olivar / Dickens / Sheldo 47m 05.80s; Needell / Orourke / Galvi 31m 57.70s; Jones / Schlesser 28m 53.50s; Spice / Bellm / Finotto 43m 54.30s.

Dutchman Jan Lammers was the first of the front runners to pitstop for fresh tyres. Wollek and Stuck had an untimely meeting on lap 5, which sent the German tumbling down the order.

2 HOURS

Ickx / Mass 1 hour 58m 52.74s (178.32 kph); Patrese / Nannini 1 hour 59m 36.33s; Bell / Stuck 1 hour 59m 47.24s; Wollek / Baldi / Cesaris 1 hour 58m 46.42s; Mallock / Wilds 1 hour 59m 00.29s; Finot. / Facet. / Coppel. 1 hour 59m 24.84s; Heyer / Lammers 1 hour 54m 29.97s; Los / Galica / Olofsson 1 hour 59m 53.09s; Winther / Mercer 1 hour 59m 29.97s; Payne / Andrews / Ashmore 1 hour 59m 39.91s; Barberio / Gellini / Frey 1 hour 59m 42.33s; Holbert / Schuppan 1 hour 59m 56.51s; Taylor / Harrower / Admas 1 hour 58m 30.97s; Ferrarin / Rossiaud 1 hour 58m 53.32s; Descartes / Heuclin 1 hour 59m 16.98s; Gall / Doeren 1 hour 59m 55.26s; Bassaler / Lacaud 1 hour 53m 36.87s; Smith / Kimpton / Wood 1 hour 59m 41.32s; Cleare / Leslie 1 hour 21m 40.14s; 57m 00.55s; Needell / Orourke / Galvi 1 hour 58m 56.68s;

Ahead, the Lancias had managed to keep together but although Wollek had got rid of Stuck, he then had Mass continually thrusting at him. It wasn't until lap 16 that the Frenchman finally gave way, just after Spice spun off dramatically at Paddock Hill Bend, when another wheel carrier broke. After a third breakage, Spice and Bellm decided not to pursue their efforts and retired as did the Lee / Crang Tiga for the same reason a little later.

Meanwhile, Jochen Mass had engulfed the Italian Patrese and after thirty five minutes of racing, took the lead ahead of stable mate Stuck, who'd fought his way back to the top of the field amazingly quickly. They were tailed by the Lancia twins and behind, Alan Jones was forced to retire when the throttle pedal stayed floored. Exit Jaguar number one.

The XJR6 was amongst the first to stop for fuel with the Lancias. The 926C came in three laps later (laps 42/43) leaving Holbert / Schuppan in the lead. Once the first round of fuel stops was over and the pack had settled down again, Jacky Ickx was leading Alessandro Nannini by 5s, with Bell and de Cesaris separated by a 15s-gap and 40s behind the leader. It was an exciting show for the spectators with the four leading cars putting in average lap times of 1m 21/22s. Behind, Heyer had taken over the Jaguar from Lammers and couldn't get below 1m 25s. The British engine was down on power and it wasn't long before the faster C2s were edging their way past the green car.

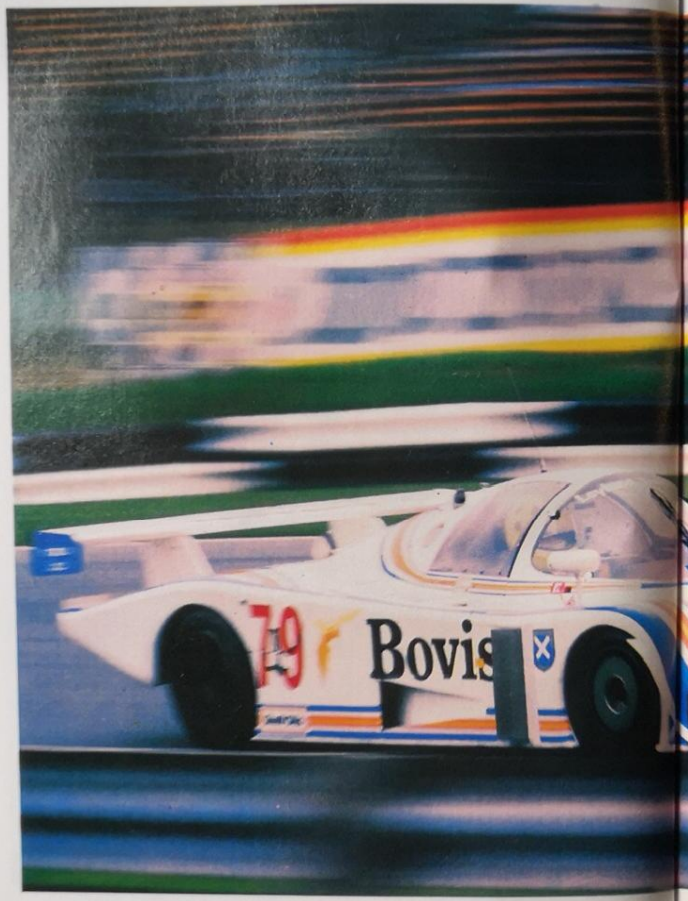
Tom Walkinshaw retired his second Jaguar during the second hour. No-one felt like smiling or saying much more than "Engine". Unfortunately the withdrawal of the British car meant that instead of the race being fought between three makes, it was another duel.

3 HOURS

Ickx / Mass 2 hours 59m 54.40s (178.14 kph); Bell / Stuck 2 hours 58m 37.81s; Patrese / Nannini 2 hours 58m 38.54s; Wollek / Baldi / Cesaris 2 hours 58m 46.68s; Finot. / Facet. / Coppel. 2 hours 59m 53.59s; Mallock / Wilds 2 hours 58m 36.22s; Holbert/ Schuppan 2 hours 59m 20.28s; Los / Galica / Olofsson 2 hours 58m 45.05s; Taylor / Harrower / Admas 2 hours 58m 48.93s; Winther / Mercer 2 hours 58m 58.79s; Descartes / Heuclin 2 hours 59m 56.93s; Bassaler / Lacaud 2 hours 58m 32.37s; Gall / Doeren 2 hours 58m 49.06s; Ferrarin / Rossiaud 2 hours 58m 30.16s; Barberio / Gellini / Frey 2 hours 46m 16.74s.

4 HOURS

Ickx / Mass 3 hours 59m 02.23s (178.41 kph); Bell / Stuck 3 hours 59m 06.96s; Patrese / Nannini 3 hours 58m 58.52s; Wollek / Baldi / Cesaris 3 hours 59m 03.09s; Mallock / Wilds 3 hours 59m 45.36s; Holbert/Schuppan 3 hours 59m 13.72s; Finot. / Facet. / Coppel. 3 hours 59m 57.33s; Los / Galica / Olofsson 3 hours 59m 52.84s; Taylor / Harrower / Adams 3 hours 59m 25.55s; Descartes / Heuclin 3 hours 58m 35.19s; Bassaler / Lacaud 3 hours 59m 08.18s; Gall / Doeren 3 hours 58m 52.83s; Ferrarin / Rossiaud 3 hours 59m 28.85s.



But an exciting one all the same. Nannini took back the lead, Ickx then grabbed it back.

The leading trio were all on the same lap. De Cesaris was trying to get past the Holbert / Schuppan 956 and as he lunged forward he spun, without damaging the car.

The Cheetah then came back on the track, its fuel leak having been repaired. Three laps later it was back on the sideline with a disconnected ignition wire. Driver Hervé Regout was quick to spot it and then began the mammouth task of trying to haul himself up into the points. 42 laps away! Two hours later, though, he'd made remarkable progress.

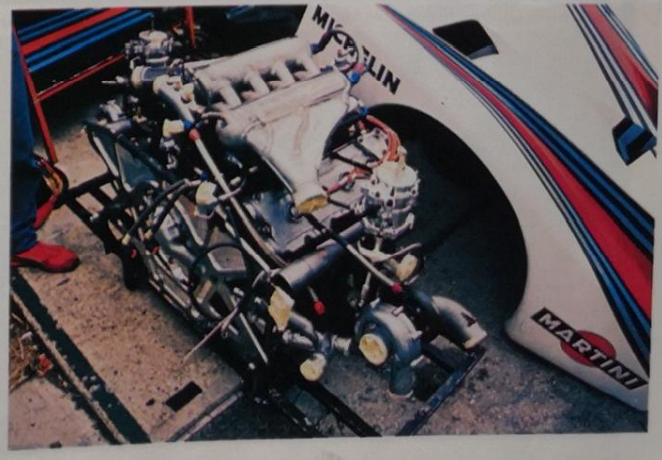
5 HOURS

Bell / Stuck 4 hours 58m 45.05s (179.07 kph); Ickx / Mass 4 hours 59m 11.12s; Wollek / Baldi / Cesaris 4 hours 58m 52.54s; Patrese / Nannini 4 hours 59m 06.66s; Holbert/Schuppan 4 hours 59m 26.51s; Mallock / Wilds 4 hours 58m 39.64s; Finot. / Facet. / Coppel. 4 hours 58m 31.31s; Los / Galica / Olofsson 4 hours 59m 52.92s; Descartes / Heuclin 4 hours 59m 24.12s; Gall / Doeren 4 hours 59m 17.57s; Taylor / Harrower / Adams 4 hours 59m 51.36s; Bassaler / Lacaud 4 hours 29m 49.55s; Ferrarin / Rossiaud 4 hours 17m 20.60s; Smith / Kimpton / Wood 4 hours 59m 52.92s.

Holbert / Schuppan's Rothmans-sponsored Porsche looked to be ailing, their times were in the 1m 34/35s bracket. It was the gear linkage that had gone and they lost ten laps to get it repaired.

Mallock/Wilds drove their Ford-engined Ecosse to yet another Group C2 victory

An outstandingly reliable Lancia/Ferrari V8



By that stage, the German cars appeared to have the upper hand, having built up a 20s cushion on Patrese / Nannini, and almost a lap on Wollek / de Cesaris and Baldi. The second Lancia's drivers were complaining that the car's road holding was far from satisfactory.
In C2, the Alba-Ford had dropped back (brakes and transmission) and the Carma was right on the gearbox of the Ecosse. By half-distance, they had swopped places a number of times so it wasn't clear who was going to win in C2. Or C1 for that matter.
For all of fifty minutes, the two Porsches and the two Lancias kept in close formation. Derek Bell put in some hard driving to take the lead, establishing a new race lap record in the process (1m 19.13s). A lengthy pit stop for the Englishman the saw Ickx/Mass pair snatch back the lead.
On lap 175, Andrea de Cesaris and Riccardo Patrese collided at the bottom of Druids. It's difficult to say who was responsible for the incident. On the spot witnesses reported that de Cesaris was going too fast into the braking area and went straight into Patrese.
From that point on, Lancia lost all hope of winning the race. They couldn't even keep up with the Porsches. Patrese conceded a lap to the leaders, and then two, and then three, four, five...
Stuck / Bell were in command since Mass / Ickx had been slowed by vibration problems because of an unbalanced tyre and then a collision, with guess who? De Cesaris, of course!
During the final hour of racing, the positions barely changed. Holbert put in a good final stint to make it a 1-2-3 for Porsche, proving as well, the progress made by Porsche on their new clutch.
After four hours of racing, there were only twelve C2 cars left in the race. Finotto / Facetti / Coppelli were held up in the pits and the Ecosse driven by Mallock / Wilds scored a second win.
The British round of the WEC only counted for the Drivers' title, not the Constructors' title.

■

TEAM BY TEAM

Holbert/Schuppan finished a highly commendable fifth. Their works Porsche featured an automatic clutch

Not many entries were present at the Brands Hatch round of the WEC. This was mainly due to the fact that because the Belgian F1 Grand Prix's date had been switched from early June to mid-September as a result of the Spa-Francorchamps track breaking up, the Brands Hatch WEC round was put back until September 22, which then clashed with the Bilstein Super Sprint race, the final round of the German series. This meant that no German privateers came over to England and for the first time since 1983 there wasn't a single Joest or Brun 956 entry. Since Fitzpatrick still hadn't solved his sponsor problems, or Jurgen Laessig found any hard cash to finance the last part of the season and John Lloyd hadn't repaired his 956, that only left the Rothmans team to uphold the German constructor's colours.

PORSCHE
There were only four entries for Brands Hatch, three of which were works cars. Two 926Cs for Ickx/Mass (chassis No 002) and Bell/Stuck (003). The car that had been involved in the Spa accident hadn't been repaired in time which meant that Jacky Ickx and Jochen Mass had to make do with a much-raced chassis. The 956 featuring an automatic clutch (first sighted at Imola in 1984) was back in a revised version. Vern Schuppan had put in a lot of testing at the 'Ring before going to Brands and Porsche believes that their new clutch should lower the times and make the drivers' task that much easier.
Back after a year was Richard Cleare with his highly modified CK5. Most of the work concerned the aerodynamics, especially to the front of the car. The rear bore no resemblance to last year's version. A new exhaust system had also been assembled, the layout of the turbo and cooling systems also differed.

LANCIA
Lancia were keeping close-mouthed concerning the changes that had been made to their blue and red striped cars, although it appeared that their technicians in Turin had made some changes to the ride height and the suspension. Patrese / Nannini had the 006 chassis and Wollek / Baldi, together with de Cesaris, had the 007. The ex-Ligier driver said he was pleased to be back with the team, he used to race for them in 1981 during the Beta Monte Carlo turbo Group 5 era.

JAGUAR
The Brits had worked hard on their cars since Spa and a number of changes had been made. A small wing (as at Mosport) had been fitted to the front cover as well as a flaring from the wheel housing down to the front spoiler (in order to increase downforce) to match the requirements of the British circuit. The anti-roll bar had also been mounted inside the car and not outside as in the past. The oil radiators had been repositioned and the front cover shortened which explains why the rear bodywork was slanted and not straight as in Belgium.

The Lancia twins lead the merry dance, followed by two Porsches and two Jags

STARTING GRID

Patrese/Nannini Lancia Martini 1m 14.66s	Wollek/Baldi/de Cesaris Lancia Martini 1m 15.10s
Bell/Stuck Porsche 962 1m 16.08s	Ickx/Mass Porsche 962 1m 16.79s
Jones/Lammers/Schlesser Jaguar XJR6 1m 19.19s	Heyers/Lammers/Schlesser Jaguar XJR6 1m 19.23s
Holbert/Schuppan Porsche 956 1m 20.18s	Lee/Davey/Crang Tiga CG 84 1m 23.28s
Spice/Bellm Spice GC 85 1m 23.28s	Needell/O'Rourke/Galvin Emka Aston Martin 1m 23.98s
Los/Galica/Olofsson March 84G Porsche 1m 24.61s	De Dryver/Regout/Cooper Cheetah Aston Martin 1m 24.95s
Mallock/Wilds Ecosse Ford 1m 26.50s	Finotto/Facetti Alba AR6 Carma 1m 27.29s
Taylor/Harrower/Adams Gebhardt JC 843-Ford 1m 27.34s	Catlow/Hoy/Bain Tiga GC 284 1m 27.51s
Barberio/Geilini/Frey Alba AR3-Ford 1m 27.70s	Cleare/Leslie Porsche CK5 1m 28.00s
Smith/Kimpton/Wood Tiga GC 285 1m 28.10s	Lacaud/Bassaler Sauber SHS 1m 29.58s
Winther/Mercer URD-BMW 1m 31.07s	Dickens/Olivar/Sheldon Chevron B62-Ford 1m 31.60s
Descartes/Heuclin Ald BMW 1m 33.93s	Ferrarin/Rossiaud Isolia BMW 1m 33.84s
Payne/Andrews/Ashmore Ceekar-Ford 1m 34.31s	Gall/Doeren/Amato BMW M1 1m 35.40s

FIA DRIVER'S CHAMPIONSHIP (C2)

(Results after eight rounds)
1. Spice/Bellm 130 points; 3. Mallock 75 points; 4. Wilds 65 points; 5. Payne 52 points; 6. Jelinski 50 points; 7. Facetti 46 points; 8. Andrews, Winther 44 points.

BRANDS HATCH 1000KM

Round eight of the Drivers' World Endurance Championship.
Date: September 22, 1985
Circuit: Brands Hatch
Track Length: 4.213 km/2.614 miles
Race Length: 238 laps or 1000km
Weather: Dry during both qualifying and the race.
Entries: 32; **Scrutineered:** 27; **Qualified:** 27; **Starters:** 27; **Classifed:** 11; **Retirements:** 16.

DRIVERS' WORLD ENDURANCE CHAMPIONSHIP

(Results after eight rounds)
1. Bell/Stuck 117 points; 3. Ickx/Mass 81 points; 5. Wollek/Ludwig 58 points; 7. Barilla 52 points; 8. Nannini 50 points; 9. Winkelhock/Surer 45 points.

FINAL RESULTS

1. Stuck/Bell (Porsche 962) 238 laps in 5 hours 34m26s at an average speed of 179.59 kph/ 112.43 mph.
2. Ickx/Mass (Porsche 962) 5 hours 34m38s.
3. Wollek/Baldi/de Cesaris (Lancia Martini) 237 laps.
4. Patrese/Nannini (Lancia Martini) 233 laps.
5. Holbert/Schuppan (Porsche 956) 224 laps.
6. Mallock/Wilds (Ecosse-Ford) 219 laps.
7. Los/Galica/Olofsson (March 84) 211 laps.
8. Finotto/Facetti/Coppelli (Alba Carma) 208 laps.
9. Descartes/Heuclin (ALD-BMW) 193 laps.
10. Taylor/Harrower/Adams (Gebhardt JC 843-Ford) 192 laps.
11. Gall/Doeren (BMW M1) 191 laps.
Track and Race Record: Andrea de Cesaris (Lancia Martini) 1m19.11s at an average speed of 191.40 kph.
Previous Record: Bellof in 1m19.99s in 1983.

Bad luck all the way for the Cheetah Aston Martin

UNEXPECTED VICTORY. CHAMPIONS AS EXPECTED

THE WORLD ENDURANCE CHAMPIONSHIP TITLES FOR DRIVERS AND TEAMS WERE CONFIRMED IN JAPAN DURING THE FIRST WEEKEND OF OCTOBER. DEREK BELL AND HANS STUCK, TOGETHER WITH THE ROTHMANS PORSCHE TEAM, WERE CROWNED JOINT SPORTS CAR CHAMPIONS. THEIR VICTORY HAD IN FACT BEEN SECURED SINCE THE BRANDS HATCH ROUND AND AT FUJI THEY DID NOT EVEN RACE!

As the tail end of a typhoon flooded the Mount Fuji circuit at the eighth round of the 1985 WEC, top teams belonging to OSCAR (Organisation of Sports Car Racing) agreed that the water-logged Gotemba track was too dangerous to race on. Torrential rains meant that the start had to be delayed three hours and then only a few teams took part in the shortened race.

In view of the teeming rain, all the European teams withdrew after having followed the pace car round the 2.75-mile track for ten laps. Logical Championship winners Bell/Stuck were the first to pull into the pits and all the non-Japanese entrants were quick to follow suit.

For the Japanese teams, it was the perfect opportunity to score World Championship points (only half the points are awarded in the case of a delayed start) in the absence of tough opposition. As a result, the national auto industry was suddenly able to shine brilliantly at home. It was the first time that Nissan and Toyota actually duelled for the top rostrum step. In WEC rounds of late, only Lancia has been able to interrupt Porsche's domination this season.

Hoshino/Hagiwara/Matsumoto (March Nissan) was the winning combination at the end of the 62-lap race, a lap ahead of runners-up Nakako/Marimoto who'd called in Emmanuele Pirro from Italy to lend a strong hand.

The average lap speed attained by the convincing victors is a clear indication of exactly how atrocious driving conditions were.

Britain's Derek Bell thus clinched his first major title and for German team mate, Hans Stuck, the WEC crown came after only his first year with the works Porsche team. ■

MOUNT FUJI 1000 KM

Date: October 5-6, 1985.
Round seven of the World Endurance Championship for Drivers. Round eight of the World Endurance Championship for Teams.
Circuit: Mount Fuji, Gotemba.
Weather: Heavy rain, circuit flooded.
Race was scheduled over 1000 km but was shortened to 62 laps or 270 km/168 miles.
Starters: 35 (before withdrawal of European teams at the end of pace car laps).
Finishers: 16.

STARTING GRID

Bell/Stuck Porsche 962 1m 15.92s	Ikku/Mass Porsche 962 1m 16.56s
Hoshino/Hagiwara/ Matsumoto Nissan March G	Hasemi/Wada Nissan March G
Barilla/Winter Porsche 956	Takahashi/Takahashi Porsche 956
Nakajima/Sekiya Toyota	Gartner/Roe Porsche 956
Acheson/Dumfries Porsche 956	Needell/Weaver Toyota
Schuppan/Suzuki/Fouche Porsche	Yoneyama/Okada Porsche
Nagasaka/Akaike Toyota	De Narvaez/Belmondo/ Winter Porsche
Yanagida/Suzuki Lola Nissan T	Elgh/Lees Toyota
Imisaki/Hoshino/Suzuki Toyota	Nakako/Morimoto/Pirro LM C Nissan
Thackwell/Nielsen/Heyer Jaguar XJR	Heyer/Soper/Thackwell Jaguar XJR
Takahara/Katakni Porsche	Pescarolo/Cesario Lancia
Ogawa/Asai Toyota	Olofsson/Los/Cleare March Porsche
Jelinski/Graham/Dickens Gerhardt Ford	De Dryver-Ferrier Cheetah Aston Martin
Terada/Kennedy Mazda	Mogi/Motohashi Lotec BMW
Katayama/Yorino Mazda	Sawada/Sodeyama BMW
Granthan/Bean/Andrews Tiga Ford	Smith/Birrane/Leim Chevron Ford
Tatsumi/Sakamoto Mazda SA	Seijno/Kazama Mazda SA
Hitomi/Koma Toyota	

FINAL RESULTS

1. Hoshino/Hagiwara/Matsumoto (March Nissan G) 62 laps in 2 hours 01m 10.39s, at an average speed of 135.379 kph/84.611 mph. 2. Nakako/Morimoto/Pirro (Nissan). 3. Nakajima/Sekiya (Toyota). 4. Nagasaka/Akaike (Toyota). 5. Hasemu/Wada (March Nissan G). 6. Schuppan/Suzuki/Fouche (Porsche). Hoshino/Suzuki (Toyota). 8. Yanagida/Suzuki (Nissan). 9. Elgh/Lees (Dome Toyota). 11.Hitomi/Komi (Toyota). 12. Tatsumi/Sakamoto (Mazda). 13. Ogawa/Asai (Toyota). 14. Mogi/Motohashi (Mazda). 16. Saugai/Saugai (Mazda).

AUDI BACK ON TOP THANKS TO ROHRL

THANKS TO THE GERMAN DRIVER WALTER ROHRL, BRILLIANT WINNER OF THE SAN REMO, AUDI HAS AT LAST FOUND ITSELF BACK ON THE ROAD TO SUCCESS. THIS VICTORY HAS BEEN LONG IN COMING MORE THAN A YEAR IN FACT AS, SINCE THE 1000 LAKES RALLY IN 1984, NO QUATTRO HAS WON A WORLD CHAMPIONSHIP EVENT.

by Jean-Paul Renvoizé

TEAM BY TEAM

In and around the Royal, a 5 star hotel on the Italian Riviera, looking out over the Mediterranean and serving as headquarters for the 27th edition of the San Remo Rally, there was less effervescence than in past years.
Everything seemed low-key, less 'under pressure' might be a way of describing the atmosphere. However, there was still tension in the air. The World Title for Manufacturers and Drivers had already been decided. Peugeot and Timo Salonen were home and dry. Everything had been settled in the 1000 Lakes Rally in Finland at the end of August. Here in Northern Italy either one's prestige was at stake, or a long victory (this being Lancia's case as they would like the 037 to go out on a winning note before being sent to the museum and replaced by the Delta S4). Audi too was in the same situation as the German manufacturer had not been on the winner's rostrum for more than a year. Finally, what was also at stake was one's market value. There were several drivers with contracts already in their pockets; others waiting for a more heavily charged programme or... why not a works drive. Indeed, within the confines of this rather pretentious hotel, rumours were running amok. It was whispered for example, that the Swedish driver Stig Blomqvist had almost definitely signed a Ford contract for 86, Jean Todt was said to be chasing after Markku Alen to make the Finnish driver give an answer to the proposition made the day after the 1000 Lakes Rally. Markku himself, was as happy as a sandboy hesitating as he is between two marvellous toys (the 205 T 16 and the Delta S4). However, in the relatively discreet corridors and saloons of the Royal, the atmosphere was thick with other eventualities and possible *coups de théâtre*. Who to believe? What should be retained as a plausible supposition or as a simple point of view coming from a guess or a far-fetched conjecture.
Among the journalists the latest information was being exchanged on a hush-hush basis. These 'scoops' lasted fifteen minutes maximum before becoming part of the general rumours and very often being denied by those involved anxious to respect the law of silence; a golden rule at transfer time. In any case Cesare Fiorio, the Lancia team chief, confirmed the inclusion of 'Miki' Biasion in the official Lancia Martini team for the coming season. For Alen he confirmed in an icy tone the fact that "*Markku Alen, normally speaking, is bound by contract to Lancia for another year.*" But can't a contract be bought out? The answer was... silence! Stig Blomqvist, wandering round the bar and the terrace in his usual relaxed manner, answered the questions put to him with nothing more than a small enigmatic smile. As for Jean Todt, he was completely mute. Everything concerning the composition of the 1986 Peugeot team would be revealed during his Press Conference at the beginning of December. In short thoughts and suppositions abound for the moment. Nothing is fixed, nothing is definite, nothing is 100% sure.
In this sense rallying is evolving at about the same rhythm as the power and sophistication of the equipment towards the summit... as in Formula 1.

ROHRL WORRIED

As usual, Walter Rohrl did not give the impression of undue optimism. Far from it. He had prepared for the event with care, and had even set himself a challenge to improve his physical condition before the start of the Rally by cycling uphill as far as Coldirodi, the starting point of the first special stage and 600 metres up a dauntingly steep incline. Enough to drain the strength from your legs once and for all. Very early in the morning the German rally driver climbed onto his bicycle and won his bet after holding a mini Press Conference with the few journalists present.
"*In Corsica, the Quattro Sport evolution 2 seemed to me to be well balanced at the end of the tests we did there. I was fairly optimistic but finally, in the event, the result was not very convincing. Hannu Mikkola had done a lot of work on the car during testing before the 1000 Lakes Rally this summer, and I was assured that this had considerably improved the road holding. Here in Italy I, too, have done a fair amount of testing and, quite frankly, I'm not at all optimistic. The result is not what I was hoping for. The car's top speed has increased, but the aerodynamic devices don't play a very big role on the San Remo Rally route. They're of secondary importance. On the other hand, in my opinion, the only positive thing concerns the tyres. They last longer and work very effectively too. Stig could have won in Finland if he had not been the victim of niggling little problems, but in New Zealand before my retirement, I fought against the 205 Turbo 16 without any hope of beating it fair and square whereas here, I'm divided between pessimism and optimism... It's obvious though that I will fight tooth and nail to try and capture that elusive win which we have been so cruelly lacking this season.*"
Peugeot with the wind in her sails; Lancia on her home territory, the task looked anything but easy for the Audi driver.

A THRILLING START TO THE EVENT

Almost before the battle had begun the main contestants were already locked in combat. During the first four special stages on tarmac the two Peugeot 205s of Saby and Salonen and Röhrl's Audi were fighting for the lead, while the Lancias were slightly behind because of tyre problems.
Joint leader with Salonen then with Saby, Walter Röhrl, as a result of his third consecutive fastest time, took the

Out of the 103 entries, 98 crews started. The 205 Turbo 16 Peugeots evolution 2 driven by Salonen/Harjanne and Saby/Fauchille were for the first time equipped with hydraulic power assisted steering. The turbo boost of 2.6 bars gave out 540 brake horsepower for a weight of 930 kg. Also for the first time, Peugeot intended to fit the wider diameter Michelin tyres which Audi had been using since the Acropolis Rally.
The single Audi Sport S1 Quattro entrusted to Röhrl/Geistdorfer was equipped with a new type of transmission for tarmac stages. The central locking differential was abandoned in favour of the Thorsen Gleason system which works mechanically. As soon as the wheels on one of the axles begin to spin, the excess power is transferred to the wheels with the better grip. Audi was using the Thorsen Gleason system between the front and rear axles only. The driver has a control which allows him to block the central differential as he wishes. For the stages on gravel, Audi changed the gearbox and removed the central differential. Roland Gumpert said that a great effort had been made to lighten the S1 which now weighed just over 1,100 kg.
Lancia entered two 037s for Alen/Kivimaki and Toivonen/Piironen backed up by the two identical cars entered by the Jolly Club for Biasion/Siviero and Cerrato/Cerri. Peugeot Talbot Italy entered a 205 Turbo 16 evolution 1 for Del Zoppo/Tognana. Also at the start was a 308 GTB Ferrari for Ercolani/Raggio.
In Group A, the works VW Golfs of Kleint/Hohenadel and Wittmann/Feltz had as opponents the Jolly Club Fiat Ritmo entrusted to Chiti/Sghedori and the Team Audi Europe Audi Quattro 80s driven by Benlurogli/Evangelista and the Welsh hope Llewellin seconded by Short.

lead, but then had to give way to Bruno Saby before tackling the long liaison section taking the competitors to Tuscany and the gravel stages. There, taking advantage of Salonen's engine problems (it was cutting out at 6000 r.p.m.), Röhrl once more took over the lead by setting alternatively with Salonen, a fine series of fastest times. At the end of the first leg the Audi driver with 4 fastest times, the same number as Salonen, was first overall 12 seconds ahead of the Peugeot driver.
Taking advantage of Timo Salonen's tyre problem (the Finnish driver lost 3 minutes because of a tyre coming off the rim) the great German driver increased his lead and hotted up the pace even more, taking 14 of the 15 stages run on Tuesday against a single stage for Salonen.
Thus, the Audi reached Sienna, the end of the second leg, with a comfortable lead of 4mn 36 secs over the Peugeot of the 1985 World Champion, and 5 mn 51 secs over the Lancia (finally showing its potential in the hands of Markku Alen).
It became obvious that, barring mechanical problems, Röhrl was now strongly positioned to win the event outright.

THE TRIUMPHAL MARCH

For Walter Röhrl now was the moment to assure his position while keeping a good margin of safety between himself and his pursuers. Asked at Sienna about how the start of the event had turned to his advantage, the Audi driver gave the following answer: *"The car is handling better and better. At the start it was like a boat, the way it was rolling about! Now with softer suspension it's much better and above all much more effic-*

AH! THESE ITALIANS

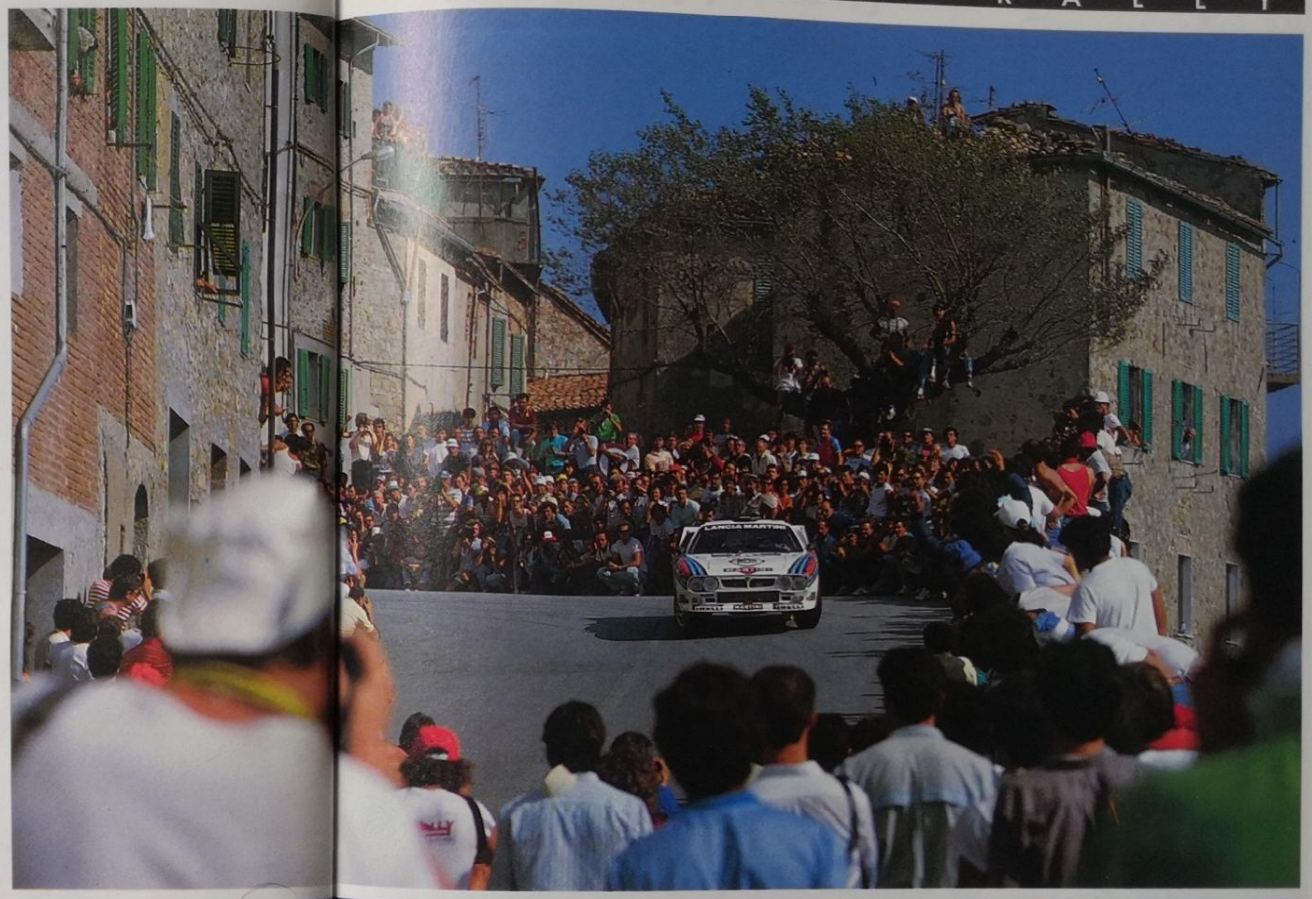
The running of the 23rd stage of the San Remo Rally was interrupted so that an ambulance could reach an over-enthusiastic spectator injured by Dario Cerrato's Lancia Rally.
Ah! these Italians. They go completely crazy as soon as they see a racing car, especially if the driver and the car come from their own country.
Was it just for information purposes that, as a result, the organisers published a Press Release giving the name and address of the not too seriously injured spectator? Or was it to let them know that the victim was... a German!

ATTENTION TO DETAIL

Before the start of the Rally the Press was invited to a dinner organised by the HB Audi team. An excellent initiative especially as Italian cooking is always enticing.
On this occasion a miniature car — a toy for children — was given to the journalists who, as everyone knows, are only 'overgrown' children. The model in question was an Audi Sport Quattro in the HB colours and equipped with a friction engine.
That the model was made in Hong Kong is hardly unusual in this day and age. But the fact that it was a classic two-wheel drive car is more than surprising for a reproduction of the Audi Quattro.
One can never pay too much attention to detail!

RULES ARE RULES

Last year Walter Röhrl left the road during the second special stage of the San Remo Rally, slightly injuring two spectators and losing 30 seconds. The stage was interrupted and competitors covered it in the same way as a liaison section to allow the ambulance to reach the scene of the accident. Normally speaking, according to the regulations the stage should have been cancelled, and Walter Röhrl who had caused the incident, would have been the principal beneficiary.
At the time, both Cesare Fiorio and Jean Todt thought that this was completely and utterly unjust, and lodged a protest asking for the second stage to be taken into consideration. The Stewards of the Meeting got together and produced a long forgotten Italian regulation which had fallen into disuse, and which stated that in such a case, each competitor having effectively disputed the stage would be attributed the time that he had in fact set, while the others would be attributed the slowest time set before the interruption.
At the time we had all heavily criticised a system which, we felt, created a greater injustice than it prevented. For 1985 the regulation was adopted by FISA who modified it by stating that the slowest 'normally' set time would be attributed to the crews which were unable to cover the stage.
This is what happened this year during the 23rd stage of the Rally: Cerrato hit a spectator. The ambulance was sent in. The injured person was carried away and the stage interrupted. Fastest time for Röhrl in 11mn 35 secs, 11 secs ahead of Toivonen. The last competitor to cover the stage at racing speed was Recordati whose time was 13mn 17 secs. This time was attributed to those behind him. Timo Salonen, 2mn 53 secs slower than Röhrl was victim of a puncture and was credited with forty-sixth and slowest time for the stage. In the general classification the gap between the Peugeot and the Audi widened to 4mn 18 secs; Salonen had lost the Rally. If the new regulation had not been in force, the stage would have been cancelled and the gap between the two cars would have stayed at 1mn 25secs leaving the 1985 World Champion with all his hopes for victory intact.



Alen seems to be posing for the crowd, but the Lancias were down on horsepower.

After his Group A category win in the Acropolis, Franz Wittmann (Golf GTi) added another scalp to his belt with his San Remo victory.

Bruno Saby (Peugeot 205 T.16).

ient. I'm keeping up a very fast pace and I must admit that it's really tiring me out; but it's necessary as both Timo (Salonen), and Markku (Alen) are poised to attack and they'll take advantage of the slightest decrease in speed, of the smallest mistake."

After the doubts at the start, and with confidence restored it was foot to the floor all the way. Christian Geistdorfer, Röhrl's team-mate, said that he had rarely seen his driver attack with such panache, and the spectators, present as always in large numbers, weren't going to complain or contradict this statement! True artistry all the way.

Beside Salonen's minor problem, the unchallenged supremacy of the Audi over the Peugeot could be explained by possible fatigue on the part of Salonen, whose season has been an exhausting but glorious one. With the World Titles won it was obvious that a certain relaxation would set in, but Jean Todt admitted his amazement at the quality of Röhrl's driving. The German driver was truly the right man for the job throughout the 27th San Remo Rally.

At the finish of the third leg Röhrl had again increased his lead and, after 35 stages, was 5mn 22secs ahead of Salonen; a gap which meant that he could tackle the last night in a relaxed frame of mind.

At last Audi were to redeem themselves after a long series of mishaps. It came as no surprise that the Quattro Sport Coupé won the event, and indeed increased its lead a little more during the fourth and final leg fought out in the heights behind San Remo. The verdict, 6mn 29secs ahead of Salonen's Peugeot and 7mn 52secs ahead of Toivonen's Lancia at the finish on Friday morning.

HONOUR IS SAVED

Thanks to this success Audi has thus reappeared at top level after an incredible *série noire* which has swallowed up an enormous amount of money. It comes as a blast of oxygen at the right moment for this team which seemed to have drifted off course because of a lack of results this season, and which, from now on, can hope to see better days than those which were promised to it not so long ago.

For Lancia, the defeat is not dramatic in that it was a kind of swan-song event for the 037 which will be replaced very soon by the new Group B car. Not a very serious warning for Peugeot either, even if Jean Todt hates to rest on his laurels —even if the French team has dominated a whole season. *"We must always be striving to improve, and continue progressing so as not to lose the fruit of our labours."*

Röhrl was disappointed with the behaviour of his Audi on tarmac but not to the same extent on gravel and, without him saying so himself, this victory is mainly due to the merit of the driver. Röhrl, however, has a different analysis: *"If I won, it's because Salonen was tired after his season. I'm sure that he was capable of*

Already in the first special stage dedicated to Attilio Bettega, Salonen and Röhrl had made their intentions clear. They deadheated for the fastest time 25 secs ahead of Saby. Biasion, 3 secs behind, was the only Lancia driver to stand the pace. The drivers of the Italian cars were complaining of the unpredictable behaviour of the new Pirelli tyres. Alen had gone 'straight on' twice and had dropped 14 secs. Saby confirmed his form by setting the fastest time in the 2nd and 4th stages. He left the tarmac stages of the San Remo hinterland leading the general classification, just 2 secs ahead of Röhrl and 8 secs ahead of Salonen. Even on tarmac the Lancias had been outclassed. Only Biasion 37 secs behind had managed to save face. Cerrato was 51 secs behind, Toivonen 1 mn 11 secs and Alen 1 mn 12 secs. Del Zoppo had been the victim of a slow puncture followed by a minor shunt. He was 8th, 3 mn 33 secs behind. A violent whiplash of the steering wheel had handicapped Ercolani from the second stage onwards. The young Italian continued on until the 4th stage and then retired as the pain in his wrist prevented him from changing gear. Kleint and Whitman in their VW Golfs were first and second respectively in Group A. French lady Carole Vergnaud had made a big impression by being faster than the official Citroen Italy drivers, before having to retire during the stage because of a broken anti-roll bar. Röhrl and Salonen shared the fastest times in the 4 stages of the first leg run on gravel, but the Finn made a wrong tyre choice and lost 9 secs in one go. At the end of the leg at Tirrenia, Röhrl had a 12 sec lead over Salonen and was already 1 mn 28 secs ahead of Saby who was complaining that the rear end of the car was reacting in a brutal manner. Biasion and Alen were just over 2 mns behind. Cerrato had destroyed the front of his car against a bridge but lost only 20 secs, whereas Toivonen had a very fed-up expression on his face because of a totally undriveable motor-car. The cause of this, a badly fixed hub carrier, was to be discovered in the Terrenia service area.

The 2nd leg took the competitors from Tirrenia to Sienna across Tuscany and included 16 stages on gravel. One was cancelled. One was won by Salonen and the other 14 by Walter Röhrl. Slowly but surely Salonen began to drop back. At the start of the last stage but one (SS23) he was 1 mn 25 secs behind and far from giving up, when a puncture caused by a thrown tyre tread forced him to change the wheel. The World Champion lost almost 3 mns and his chances of victory. Saby had been caught up and passed by three of the four Lancias in the following order, Alen, Toivonen and Biasion who had been slowed during 4 stages because of engine problems.

In Group A Kleint had left the road during the 3rd gravel stage. The two Audi 80s had also retired due to fuel pump problems for Bentivogli and a defective distributor for Llewellin. The 3 Visa Mille Pistes of Citroen Italy had all retired for the same reason, broken front axle transmission. Noberasco, at the time of his retirement just before Sienna, was in a fine 10th place 2 mns behind Wittmann.

For Röhrl a 4 mn 30 secs lead was not enough and the next day he kept up the pace, setting 10 fastest times out of eleven run on Tuscan soil. As on the previous day Salonen managed to save face with one fastest time. The gap between him and Röhrl increased to 5 mn 22 secs. Alen was 8 mn 42 secs behind with Toivonen and Biasion trailing by over 10mn, these two being separated by only 12 secs. The anti-roll bar had been replaced on Saby's 205 Turbo 16 for the final stages on gravel and at last, happy with his car, the Frenchman set the third fastest time on five consecutive occasions behind Röhrl and Salonen. Del Zoppo had rolled and had lost 3 mns in the special stages and 9 mns on the road section. Wittmann had dropped 2 mns on the road section because of a broken half shaft and was now only 1 mn 29 secs ahead of Chiti's Ritmo. The final leg on tarmac began with the famous 'Ronde' which had to be covered three times. A fire necessitating the intervention of the firemen caused the cancellation of the first 'lap'. Just to show who was boss, Röhrl set a final fastest time before easing off and leaving the field free for Toivonen to put on a spectacular display. The little Finnish driver set the fastest time on the last seven stages snatching third place from an unhappy and helpless Alen in the general classification. Cerrato had had two punctures as a result of hitting rocks but nevertheless he finished 5th as Saby had retired (cylinder-head gasket) and Biasion had received a 13mn road penalty as his engine had refused to start. No Peugeots had been spared during the night; Del Zoppo had lost 11 mns with clutch problems, and Salonen had been slowed by rear differential failure and then by the loss of 3rd gear.

Wittmann took an easy win in Group A as Chiti had retired with broken steering following a minor shunt. In the final results he finished behind Grissmann's Quattro and ahead of the Monagasque driver 'Tchine', 10th overall with his Opel Manta 400.

FORMAT

With a total distance of 2,340.2 km of which 703.5 km made up the special stages, the 1985 edition of the San Remo Rally was slightly shorter than the previous ones. The division between the stages on tarmac and those on gravel was, however, unchanged. There were only 4 legs. The first was made up of 4 stages on tarmac and 4 on gravel. The two following legs included all the remaining stages on gravel while the last ten stages on tarmac were all covered during the last long night of the Rally. The weather was fine and warm throughout the event.

beating me on tarmac with his Peugeot which handled better and, on gravel, he was never very far behind me and was always flat out. I think that if Timo had needed a victory to gain the title, he would have won here. But as things turned out it was not necessary for Peugeot and he was not at his 100% best. Timo is tired. He doesn't know the stages as well as I do and here, he didn't have the same motivation to win as I did. In the end I won because I gave it everthing I had from beginning to end and I didn't have any problems."

Modest, yet so very efficient Walter Röhrl has proved that he is still one of the quickest drivers in the world, even at the wheel of a car on which many improvements can still be made. ■

TECHNICAL DATA

27th San Remo Rally.
Date: September 30 - October 4, 1985.
Tenth round of the Rally World Championship for drivers and makes.
Start and Finish: San Remo (Italy).
Route: 2,340.19 km, comprising 703.47 km of timed runs on 45 stages. Two stages were cancelled, forty three were run to give total of 650.56 km.
Fourteen tarmac stages were planned (314.49 km), thirteen were run (270.70 km). Thirty one gravel stages were planned (388.98 km), and thirty were run (379.86 km).
The Rally was divided into four legs.
1st Leg: San Remo-Tirrenia, Monday, September 30, from 09:00-22:00, 618.32 km comprising four stages (60.8 km) and four gravel stages (50.47 km).
2nd Leg: Tirrenia-Sienne, Tuesday, October 1, from 06:00-19:00, 529.18 km, comprising 16 planned gravel stages (199.29 km), 15 were run (190.17 km).
3rd Leg: Sienne-San Remo, Wednesday, October 2, from 06:00-24:00, 773.44 km, eleven gravel stages (139.22).
4th Leg: San Remo-San Remo, Thursday, October 3, from 21:00 - Friday October 4 at 09:00, 419.25 km, comprising ten planned gravel stages (253.69 km), nine were run (209.90 km).
Entrants: 103. **Starters:** 98. **Finishers and Classified:** 33.
Weather: Warm and sunny, a lot of dust on loose tracks.

SUCCESSIVE LEADERS

SS 1: Salonen and Röhrl.
SS 2: Röhrl and Saby.
SS 3: Röhrl.
SS 4: Saby.
SS 5-SS 45 (Finish): Röhrl.

FEATURES

Rally:
One less tarmac stage than in previous years.
Drivers:
First 1985 Rally World Championship win for Walter Röhrl.
Cars:
First 1985 win for Audi and first Rally World Championship win for the Sport Quattro S1.

PAST RESULTS

(Last ten editions.)
1975: Waldegaard/Thorszelius (Lancia Stratos).
1976: Waldegaard/Thorszelius (Lancia Stratos).
1977: Andruet/Delferier (Fiat 131 Abarth).
1978: Alen/Kivimaki (Lancia Stratos).
1979: "Tony"/Mannini (Lancia Stratos).
1980: Röhrl/Geistdorfer (Fiat 131 Abarth).
1981: Mouton/Pons (Audi Quattro).
1982: Blomqvist/Cederberg (Audi Quattro).
1983: Alen/Kivimaki (Lancia Rally).
1984: Vatanen/Harryman (Peugeot 205 Turbo 16).

MAIN RETIREMENTS

Vergnaud/Jouan (Citroën Visa Mille Pistes), SS 3: Stabiliser.
Ercolani/Roggia (Ferrari 308 GTB), SS 4: Driver's wrist injured.
Llewellin/Short (Audi 80 Quattro), SS 5: Rotor.
Kleint/Hohenadel (VW Golf GTI) SS 7: off.
Bentivogli/Envagelisti (Audi 80 Quattro), SS 11: Fuel pump.
Signori/Billiani (Citroën Visa Mille Pistes), SS 13: Transmission.
Noberasco/Scabini (Citroën Visa Mille Pistes), SS 24: Transmission.
Chiti/Montenesi (Fiat Ritmo), SS 37: Steering.
Saby/Fauchille (Peugeot 205 Turbo 16), SS 38: Cylinderhead gasket.

FINAL RESULTS

1. Röhrl/Geistdorfer (Audi Quattro S1) 7 hours 10m 10s (1st Group B).
2. Salonen/Harjanne (Peugeot 205-T 16) 7 hours 16m 39s.
3. Toivonen/Piironen (Lancia Martini) 7 hours 18m 02s.
4. Alen/Kivimaki (Lancia Martini) 7 hours 18m 43s.
5. Cerrato/Cerri (Lancia Rally) 7 hours 25m 35s.
6. Biasion/Siviero (Lancia Rally) 7 hours 33m 33s.
7. Del Zoppo/Tognana (Peugeot 205-T 16) 7 hours 58m 02s.
8. Grissmann/Pattermann (Audi Quattro) 8 hours 15m 16s.
9. Wittman/Feltz (VW Golf GTI) 8 hours 15m 47s (1st Group A).
10. Tchine/Gandolfo (Opel Manta 400) 8 hours 28m 56s.
11. Recordati/Freddy (Opel Manta 400) 8 hours 35m 35s.
12. Fisher/Gottlieb (Peugeot 205 GTI) 8 hours 43m 13s.
13. Bernocchi/Tavazza (Opel Manta 400) 8 hours 46m 44s.
14. Russolo/Bigoni (VW Golf GTI) 8 hours 58m 52s.
15. Francia/Dotti (Opel Manta GTE) 9 hours 01m 49s.
16. Ghio/Cavalleri (Opel Kadet GSI) 9 hours 19m 19s.
17. Ontao/Chiaro (Opel Ascona SR) 9 hours 22m 06s.
18. Bozzo/Ferrando (Fiat Ritmo 130 TC) 9 hours 27m 53s (1st Group N).
19. Cortese/Quaglia (Opel Manta GTE) 9 hours 28m 17s.
20. Pierrat/Lapeyre (Fiat Ritmo 138) 9 hours 34m 46s.

RALLY WORLD CHAMPIONSHIP (Makes)

(Results after ten of the twelve rounds: Monte Carlo, Sweden, Portugal, Safari, Corsica, Acropolis, New Zealand, Argentina, 1000 Lakes and San Remo. Best seven results only taken into consideration.)

Peugeot	18	18	18	(6)	16	18	18	18	18	(16)	=		142
Audi	16	16	14	-	-	16	14	16	16	18	=		126
Lancia	8	-	16	-	-	-	-	-	14	14	=		52
Nissan	-	-	4	14	-	12	8	12	-	-	=		50
Renault	6	-	-	-	18	-	-	14	-	-	=		38
Toyota	-	-	10	18	-	-	-	-	6	-	=		34
VW	-	-	-	-	-	10	-	-	9	10	=		29
Porsche	-	-	-	-	14	10	-	-	-	-	=		24
Ford	-	-	8	-	-	-	6	7	-	-	=		21
Mazda	-	6	-	-	-	14	-	-	-	-	=		20
Subaru	-	-	-	9	-	-	11	-	-	-	=		20
Opel	-	4	-	12	-	-	-	-	-	1	=		17
Alfa-Romeo	-	-	-	-	14	-	-	-	-	-	=		14
BMW	-	-	-	-	-	9	-	-	-	-	=		9
Chevrolet	-	-	-	-	-	-	-	-	9	-	=		9
Talbot	-	-	-	-	8	-	-	-	-	-	=		8
Citroën	4	-	-	-	-	-	-	-	-	-	=		4

RALLY WORLD CHAMPIONSHIP (Drivers)

(Results after ten of the twelve rounds: Monte Carlo, Sweden, Portugal, Safari, Corsica, Acropolis, New Zealand, Argentina, 1000 Lakes and San Remo. Best seven results only taken into consideration.)

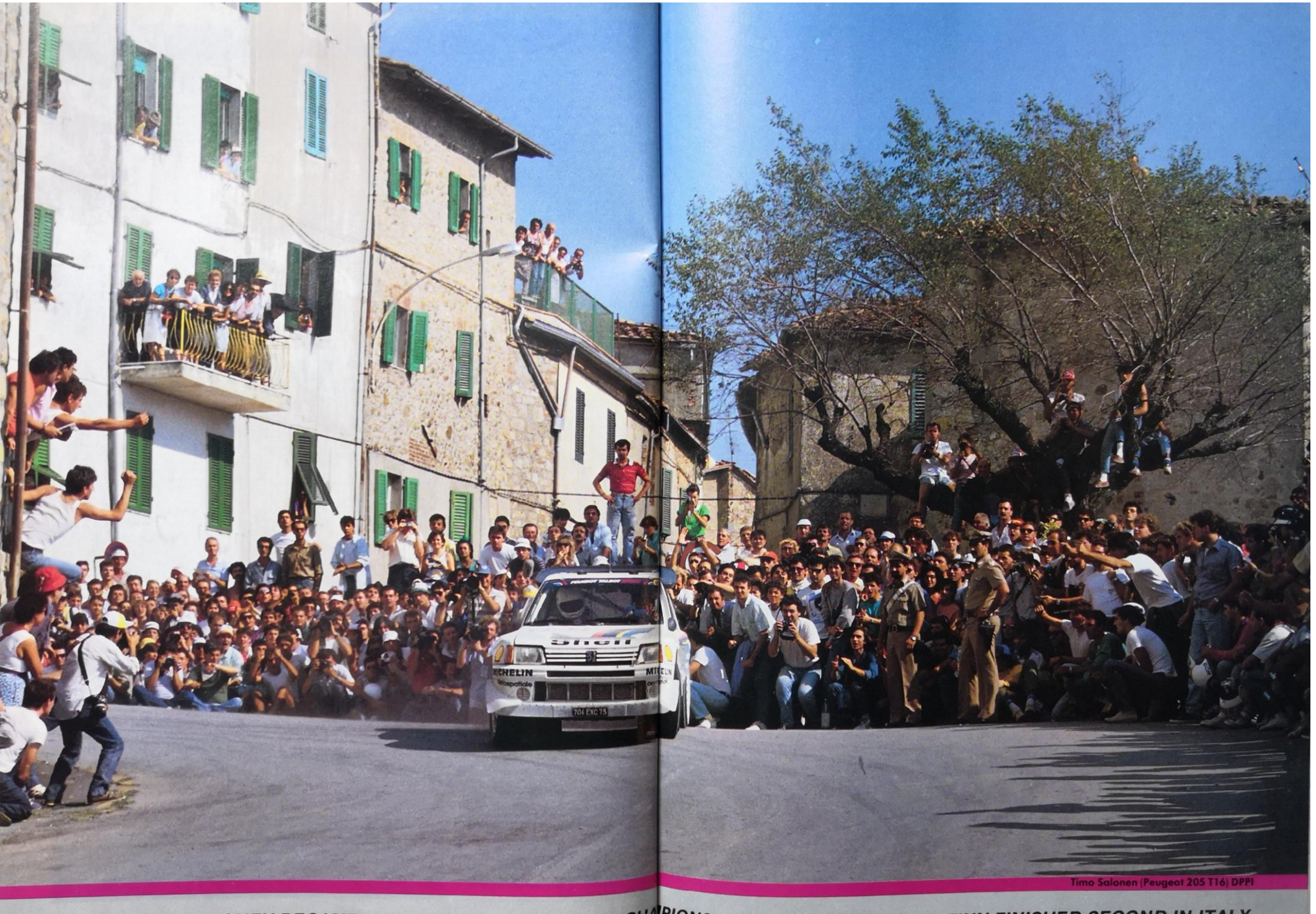
Salonen	(12)	12	20	(4)	-	20	20	20	20	15	=		127
Blomqvist	10	15	10	-	-	15	10	-	15	-	=		75
Röhrl	15	-	12	-	-	-	12	-	-	20	=		59
Vatanen	20	20	-	-	-	-	12	-	-	-	=		55
Toivonen	6	-	-	-	-	-	-	-	-	10	12	=	28
Saby	8	-	-	-	15	-	-	-	-	-	-	=	23
Biasion	2	-	15	-	-	-	-	-	-	6	=		23
Alen	-	-	-	-	-	-	-	-	-	12	10	=	22
Kankkunen	-	-	-	20	-	-	-	-	-	-	-	=	20
Ragnotti	-	-	-	-	20	-	-	-	-	-	-	=	20
Mehta	-	-	-	-	-	10	-	10	-	-	-	=	20

12. Björn Waldegaard (S) 19; 13. Mike Kirkland (EAK) 16; 14. Wilfried Wiedner (A) and Ingvar Carlsson (S) 15; 16. Per Eklund (S) 14; 17. Bernard Béguin (F) and Carlos Reutemann (RA) 12; 19. Werner Grissmann (A) 11; 20. Hannu Mikkola (SF), Rauno Alltonen (SF) and Billy Coleman (EIR) 10; 23. Kalle Grundel (S), Erwin Weber (D), Yves Loubet (F), Saeed Al Hajri (Q), Malcolm Stewart (NZ), Ernesto Soto (RA) and Dario Cerrato (I) 8; 30. Mikaël Ericsson (S) 7; 31. Gunnar Petterson (S), Jose Miguel (P), Alain Ambrosino (CI), Bertrand Balas (F), Achim Warmbold (D), Reg Cook (NZ) and Mario Stillo (RA) 6; 38. Dany Snobeck (F), Carlos Bica (P), Jean Paul Bouquet (F), Inky Tulloch (NZ), Jayant Shah (EAK), Gianni Del Zoppo (I) and Franz Wittmann (A) 4; 45. Jean-Claude Andruet (F), Santinho Mendes (P), Yasuhiro Iwase (EAK), Camille Bartolli (F), Georges Moschoux (GR), Possum Bourne (NZ) and Filho Bordin (BR) 3; 52. Mats Jonsson (S), Jorge Ortigao (P), Ashok Patel (EAK), Jean-Jacques Paoletti (F), Jim Donald (NZ), Federico West (U) and Lars-Erik Thorp (S) 2; 59. Maurice Chomat (F), Kenneth Eriksson (S), Pedro Leite Faria (P), Carlo Vitulli (EAK), Patrick Bernardini (F), "Stratissino" (GR), Tony Teesdale (NZ), Luis Etchegoyen (U), Sebastian Lindholm (SF) and "Tchine" (M) 1.
68 drivers classified.

THEIR BEST RESULTS

	1	2	3	4	5	6	A	B
Toivonen	7	2	9	9	3	5	35	43
Salonen	7	26	3	3	-	2	41	43
Biasion	-	4	2	13	11	9	39	43
Röhrl	29	6	2	3	3	-	43	43
Alen	-	3	18	9	5	7	42	43
Saby	2	-	10	1	7	7	27	35
Cerrato	-	-	-	6	7	16	29	43
Del Zoppo	-	-	1	-	7	7	15	43

A: Number of placings in first six.
B: Number of stages covered.



Timo Salonen (Peugeot 205 T16) DPPI

PEUGEOT AND SALONEN BECAME THE 1985 RALLYING WORLD CHAMPIONS AT THE 1000 LAKES. THE FINN FINISHED SECOND IN ITALY

Henri Toivonen (Lancia Rally 037) DPPI

LANCIA WERE DELAYED BY AN UNWISE TYRE CHOICE EARLY ON WICH THEY WERE UNABLE TO MAKE UP FOR. ROLL ON THE DELTA S4!

Walter Röhrl (Audi Sport Quattro) André Marzoli

WALTER ROHRL TAXED HIS ENERGIES TO SCORE AUDI'S FIRST WI OF THE SEASON. THE SPORT QUATTRO IS A TOP NOTCHER!

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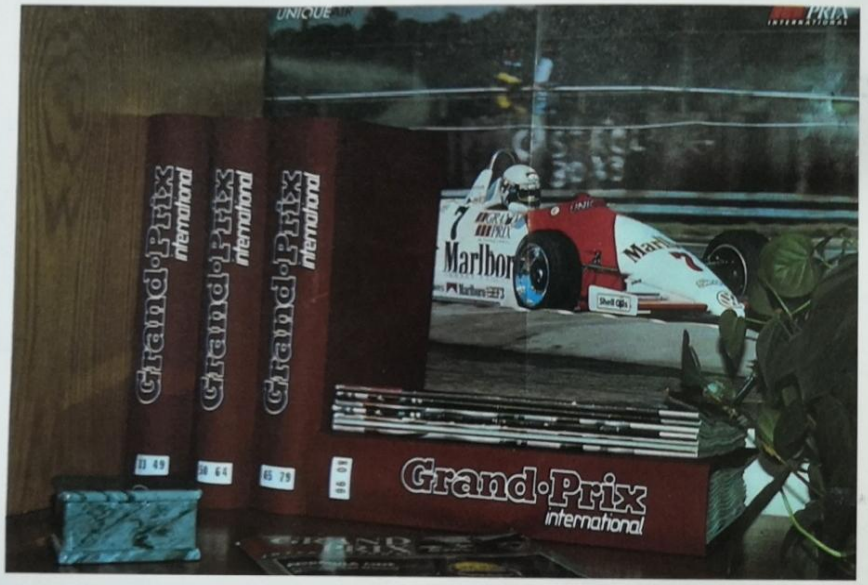

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GRAND PRIX

FORMULA 1 POWERBOAT WORLD SERIES

by Zoe Trumper Photos Pro One

Bob Spalding, Champion of one of the fiercest battles in power boat racing, claims the Champion Spark Plug World Series title.

SPALDING THE CHAMPION

For the third time in six years, the World Championship title has returned to England. Veteran competitor Bob Spalding has put himself beyond reach of any challenge with one race left to close one of the fiercest battles seen in powerboat racing for many years.

"It's better to finish in third, than lead for forty-nine laps and break on the fiftieth." It could have been said by a World Champion. In fact, a driver who had a good chance to claim the World Title produced these words of wisdom. Unfortunately, Benny Robertson broke down at each of the next two Grands Prix!

Robertson had the right approach, but it took a driver superior in age and experience to act on his advice. With a record of reliability that was to be envied, Bob Spalding, a marine dealer from Ipswich and 1980 World Champion, clocked up point after point as other would-be speed heroes fell by the wayside, and claimed the prestigious Champion Spark Plug World title.

A driver who had been thought already to have passed the peak of his racing career, Bob Spalding was as surprised as anyone else at the beginning of the season to realise how competitive he still was, given the chance.

"What I have been doing for the last four years could not be called boat racing," insisted the popular driver. *"Oh, I was getting in a boat and going through the motions, but having no sponsorship and no team to race for almost guaranteed my place at the back of the race."*

With an invitation to join the Percival Hodges Racing Team, the incentive had returned. But Spalding hadn't thought that would any longer be enough.

"I honestly didn't think that at my age, I would be able to get the edge on younger drivers like Robertson," admitted the World Champion. At 44, he is the oldest driver on the circuit, but, far from being a handicap, his racing experience allows him to avoid taking those extra risks younger drivers are wont to do — and all too often pay for.

One thing was clearly in Spalding's favour. Always at his best in a marathon event, the quiet driver has had to suffer four years of a sprint format, until it was modified for 1985 to the one marathon race that is seen now. He was back on comfortable ground, and it showed. No longer any need for that frantic charge to a dangerous first turn, the shrewd Spalding is frequently in the middle of the pack until opponents begin to break down. Then he moves in and picks off the rest.

But it is to the support of his team that Spalding attributes most of his success. *"We had the most professionally run team on the circuit,"* insists the World Champion, *"the crew had everything prepared and thoroughly checked over before each race, and the team manager Chris Hodges, my team-mate Bertil Wik and I would sit down regularly and go over problems and possible improvements. We had more communication between us than I saw in any other team."*

But the fight to pull ahead and maintain his points lead had not been an easy one. Will the competition be even fiercer next year? *"You can never tell what other teams are going to come up with,"* smiled the World Champion, *"but we shall be starting from a better position than we did this season, if only because of having a year of working together as a team behind us. And Hodges already has some radical ideas that he is working on..."*

CONSISTENCY WINS ANOTHER RACE FOR SPALDING

ONLY A MIRACLE WAS GOING TO PREVENT BOB SPALDING FROM CLAIMING THE CHAMPION SPARK PLUG WORLD TITLE, AFTER HIS MASTERFUL VICTORY IN THE FRENCH GRAND PRIX OF LYON. AND WITH THE ENGLISH DRIVER'S RECORD OF CONSISTENCY, OTHER DRIVERS COULD HARDLY RELY ON A MIRACLE.

The pack of racing machines explodes into action on the Rhône river.

Rookie Bertil Wik flies high on his way to a stunningly successful first season in Formula 1.

Two aquatic gladiators, American Thibodaux and Frenchman Salabert, race neck and neck across the churned-up water of the Rhône river.

"This looks about the kind of water I like," grinned Gene Thibodaux in delight as he looked across the river Rhone in downtown Lyon, France. It was the American's first experience of a European course that did not represent a mile of hell, and he liked it! Well known for his phenomenal driving capabilities on calm water, the Rhone-Alpes sponsored competitor was impatient to stage a repeat of his Sacramento victory.

In fact, the 1600 metre-course looked as peaceful as it ever had in the three years Lyon has hosted the French Grand Prix. But the calm water ace was not alone in his appreciation of a smooth surface. Nordica driver Kicco Vidoli had his Evinrude-powered Molinari virtually airborne as he powered his way round the course, eventually logging a time that could not be bettered: a hot 147.957 kmph earned the Nordica daredevil pole position — 0.06 seconds ahead of Bertil Wik.

The second place was a pleasing result for the Peter Stuyvesant team, who claim their best results are usually achieved on rougher water, but the rejuvenated Dutchman van der Velden was a hair's breadth behind the young Swede on a 39.00 second lap. Thibodaux slipped into place behind these three.

Calm the water may have been, but Art Kennedy managed to find a hole and fall into it whilst turning during practice. *"I was surrounded by boats, and I'm sure I would not have had the accident it it had been the race,"* insisted the dripping wet Kennedy, *"but because I was taking it easy, I stuffed the nose in!"* The American was unhurt by his nosedive, and the Nordica team were working feverishly before the Grand Prix to dry out the motor and get him back on the water. A set of new cowlings and the once-more cheerful driver was back in the running.

Spalding, meanwhile, had gone out in his unobtrusive way to set a time, and was logged in at eighth place on the grid. Not an auspicious start for the race favourite, but rarely has it been worth making a diagnosis on the basis of time trials!

Indeed, the Peter Stuyvesant Hodges catamaran shot away from the pontoon as the light turned green and the drizzle began to fall, leading a plunging pack of seventeen state-of-the-art race machines towards the top turn buoy. Even as they tussled for positions, Spalding

4th place was all but in the bag for this cool thinking driver Arthur Mostert, when a split fuel tank forced him out of the French Grand Prix.

was streaking ahead, Thibodaux almost standing his boat on end as he charged after the rock steady Englishman.

But the second Hodges boat driven by Wik was hauling in the Velden catamaran of the American and the talented Swede appeared ready to shoot past the high flying boat, when Salabert screamed past him like a rocket, having appeared out of nowhere. To the rapturous applause of his home crowd, the reckless Salabert tackled Wik and relegated him to fourth, made short work of Thibodaux and rapidly closed the distance to Spalding.

Even as the French Benson and Hedges driver appeared ready to make his move, however, Vidoli was catching spectators' attention with his own mad dash to the head of the pack. Threading his way through the high-flying craft at over 200 kmph, the intense Italian had abandoned seventh position for third and was throwing his catamaran after Salabert, when the wind caught him and tossed boat, motor and driver into the air. Vidoli fell clear and was uninjured, but the race was stopped to clear the wreckage. Boat designer and team manager Renato Molinari had to throw his fifth boat this year onto the scrap heap!

Spalding lost no time in building up his lead once more, as the final thirty laps got under way. But this time hot on his heels was an old adversary of his, Cees van der Velden. The two veterans flew around the course with inches separating them for eight laps, until the Dutchman's Benson and Hedges boat ground to a halt with fuel injection problems. Incredibly, his two team-mates had stopped simultaneously, Mostert with a split fuel tank and the luckless Salabert with a broken battery connector.

Whilst Spalding completed the remaining laps to the chequered flag with no further challenge, Thibodaux, Haig Whisky driver Robertson and Wik rapidly filled the vacated second, third and fourth positions, with British driver Rick Frost crossing the line behind them in fifth place.

The gap between Spalding and the two Americans had increased on the points table. Was it enough for him to feel confident of the final result? Spalding smiled. "*The only time to be confident is with the Championship in the bag. If I break down twice and one of them gets a first and a second, they'll win. And that has been known to happen!*"

TIME TRIALS

	TIME (secs)	SPEED (kmph)
1. Enrico Vidoli (I)	38.93	147.957
2. Bertil Wik (S)	38.99	147.730
3. Cees van der Velden (NL)	39.00	147.692
4. Gene Thibodaux (USA)	39.03	147.578
5. Arthur Mostert (NL)	39.03	147.578
6. Ben Robertson (USA)	39.10	147.314
7. Art Kennedy (USA)	39.60	145.454
8. Bob Spalding (GB)	39.70	145.088
9. Peter Lindenberg (D)	40.34	142.786
10. Andy Bullen (GB)	40.46	142.362
11. Rick Frost (GB)	41.34	139.332
12. Mark Rothermel (Can)	42.16	136.622
13. Fred Steinberg (D)	44.39	129.758
14. Aarno Hakkinen (Fin)	50.38	114.331
15. François Salabert (F)	57.53	100.121

LYON GRAND PRIX RESULTS

1. Bob Spalding (GB) Peter Stuyvesant/Hodges/Evinrude	9 pts
2. Gene Thibodaux (USA) Rhones Alpes/Velden/Johnson	6 pts
3. Ben Robertson (USA) Haig Whisky/Velden/Johnson	4 pts
4. Bertil Wik (S) Peter Stuyvesant/Hodges/Evinrude	3 pts
5. Rick Frost (GB) Denim/Velden/Johnson	2 pts
6. Mark Rothermel (Can) Nashua/Burgess/Evinrude	1 pt

The crowds wait for Renato Molinari who has chosen to make a temporary return from retirement. 1984 World Champion Molinari chose to test a new boat design himself , but failed to provide the performance expected of him.

BATTLE OF THE CONTINENTS

ROBERTSON HAD A FINAL STAB AT KEEPING THE CHALLENGE OPEN, WINNING A DESERVED VICTORY AT THE MILAN GRAND PRIX. BUT THE AMERICAN WAS POWERLESS TO PREVENT BRITON SPALDING CLAIMING SECOND AND MOVING INTO AN UNBEATABLE LEAD IN THE CHAMPION SPARK PLUG WORLD SERIES.

He was back! Italy's powerboating hero Renato Molinari was in his Dole racing overalls and testing a brand new boat design, fresh from his workshop that overlooks Lake Como. The current World Champion who was about to lose his title to Bob Spalding was adamant that this was a one-off, merely to try out a new boat. Bets were being laid in the press centre as to whether the maestro was intending to stage a come-back in 1986. But in the pits, teams were more preoccupied with the performance that could be expected from Molinari this week-end.

"*I don't approve of what he's doing,*" said Peter Stuyvesant team manager Chris Hodges, "*but if he thinks he can come back and run rings around these drivers, he'd better think again! Competition has grown a lot more fierce since he left last year.*"

Hodges's opinion was clearly the most popular, 'though old adversaries of the maestro were a little cautious in their declarations. Until they saw his boat in action. "*He can't turn the thing!*", grinned Spalding in delight, to whom Molinari represented no danger, as his claim on the title was all but confirmed. But it was true. The Italian could not control his new craft, nor was he getting the expected power out of the V8 outboard that he had reputedly built himself. A lot of Italian gesticulations and jabbering as Molinari stomped off the pontoon made it clear his team would be getting little sleep that night!

But if Molinari was out for a spectacular win, he couldn't have chosen a better circuit, with his renowned preference for calm water. Originally built as a landing "strip" for amphibious aeroplanes during the last war, the Idroscalo has been transformed into a marvellous water-sports arena ; the sloping walls of the course ensure that it is nearly always one of the most calm circuits Formula One powerboats compete on. It undoubtedly ranks amongst the favourites for drivers.

Once the expected performance from the Italian failed to materialise during testing, attention was turned to other teams. And there has been a magical transformation in the Benson and Hedges team. Manager and driver Cees van der Velden clearly had something superior on the back of his boat: he lopped an easy two seconds off the next fastest times during the Saturday morning practice, until the motor blew. "*Just one piston needs replacing*", said the Dutchman, apparently unconcerned, "*we'll have it back on the water tomorrow.*"

But he was forced to replace it with a standard powerhead for time trials and fell back to sixth on the grid. Thibodaux was at last able to take advantage of the conditions perfectly suited to him and flew his lightweight Elledi catamaran at a scorching 169.43 kmph to pole position. Vidoli logged in at 169.06 kmph, and his countryman Molinari claimed fourth behind Robertson who was now in Stefanel coulours.

As the mist rose from the circuit early on Sunday morning, teams were already on the pontoons and taking full advantage of the test sessions. One driver grabbing all the practice time he could was Nashua driver Mark Rotharmel, who had just taken delivery of a safety capsule. "*It takes a different driving technique,*" said the Canadian, whose best result this year has been second in Sacramento. He has otherwise been grappling with boat handling problems all season. "*I think they took the measurements and then built inwards, so I have about two inches less either side of me than I should have. But it's a nice feeling having the harness hold me in as I turn!*"

But not moving from the pontoon was the van der Velden rig, changing one thing after another as he strived for more revs on the test wheel (the test wheel replaces the propeller so the engine can be run whilst keeping the boat on the pontoon). As a last desperate measure, the Dutchman chose to replace his gearcase, thinking it too tight, but it was by then too late for any further testing.

The Italian crowd, already revved up by Molinari's appearance, roared in approval as their second hero Kicco Vidoli chased Robertson up the 1 km straight away towards the top turn buoy. The American and the Italian pulled away from the pack, but Robertson was clearly on form as he pulled into clear water and extended his lead over Vidoli to almost five seconds within four laps. Just two laps later, the red flags were out : Kennedy had barrel-rolled again.

This time they lined up for the re-start in their current positions : Robertson, Vidoli, van der Velden and a well-running Rotharmel took the top four slots with Molinari and Spalding alongside. And as they shot onto the course once more, Thibodaux raced out of the pits where he had been working since the first lap, to replace his "brain-box", otherwise known as the computerised fuel injection system.

The American had no chance to make up for lost laps, but his reason for returning to the circuit was soon clear. Van der Velden had ousted Vidoli from second, and was closing on the leading American, Robertson. But his every effort was thwarted by the roving Thibodaux who stayed subbornly in his way. Molinari was doing the same to an enfuriated Spalding, but both Thibodaux and Molinari eventually fell back with problems of their own, and van der Velden was on the chase once more, even as Spalding brushed aside Vidoli and moved in behind him.

But the Dutchman's luck was as absent as ever. He stopped on the course with a broken fuel line allowing Spalding take over second, who defended the position quite comfortably from his own team-mate Bertil Wik.

Robertson has his third victory of the season under his belt, he had lost the World Championship, but the American could no longer be challenged for second place. One final event remains, in Seville, Spain during November.

Oops. One on the nose for Art Kennedy in Milan. Not the first time the luckless American has taken a dive with his boat this season. He suffered a similar humiliation in Lyon.

Count down to the Milan Grand Prix. Fingers are on start buttons as the seconds tick away to the green light.

This victory came too late for Robertson. He entertained the Milanese crowds with a stunning exhibition of his driving skills to take the chequered flag. But Spalding marched into an untouchable points lead.

TIME TRIALS

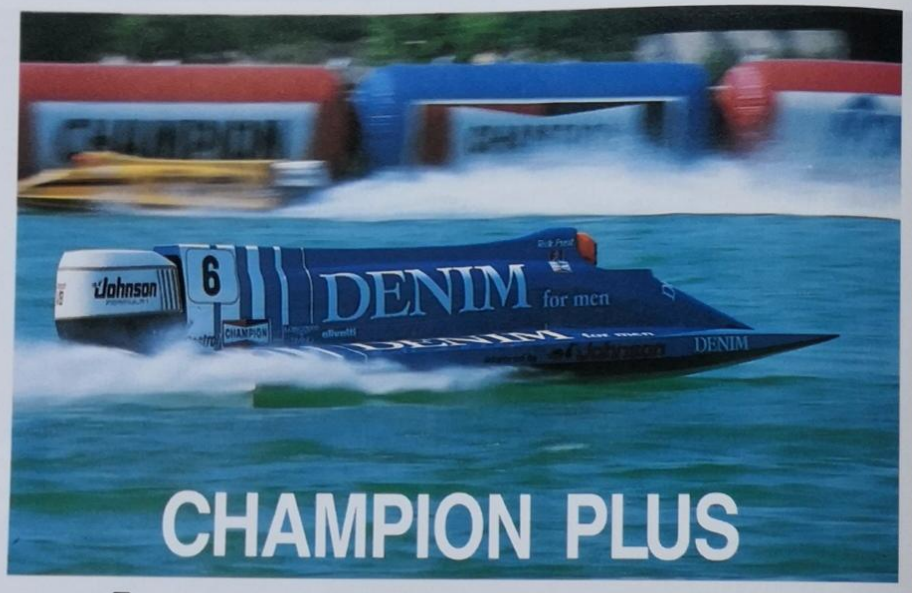
	TIME (secs)	SPEED (kmph)
1. Gene Thibodaux (USA)	42.494	169.43
2. Enrico Vidoli (I)	42.586	169.06
3. Ben Robertson (USA)	42.767	168.35
4. Renato Molinari (I)	42.999	167.44
5. Bertil Wik (S)	43.710	164.72
6. Cees van der Velden (NL)	43.896	164.02
7. Arthur Mostert (NL)	44.285	162.58
8. Art Kennedy (USA)	44.345	162.36
9. Bob Spalding (GB)	44.362	162.30
10. Peter Lindenberg (D)	44.932	160.24
11. François Salabert (F)	44.999	160.00
12. Mark Rotharmel (Can)	45.415	158.53
13. Andy Bullen (GB)	45.518	158.17
14. Rick Frost (GB)	46.055	156.33
15. Fred Steinberg (D)	48.166	149.48
16. Aarno Hakkinen (Fin)	50.561	142.40

MILAN GRAND PRIX RESULTS

1. Ben Robertson (USA) Stefanel/Velden/Johnson	9 pts
2. Bob Spalding (GB) Peter Stuyvesant/Hodges/Evinrude	6 Pts
3. Bertil Wik (S) Peter Stuyvesant/Hodges/Evinrude	4 pts
4. Arthur Mostert (NL) Benson & Hedges/Velden/Johnson	3 pts
5. Rick Frost (GB) Chesterfield/Velden/Johnson	2 pts
6. Mark Rotharmel (Can) Nashua/Burgess/Evinrude	1 pt

CHAMPION SPARK PLUG F1 WORLD SERIES (positions after eleven rounds)

1. Bob Spalding (GB) Peter Stuyvesant/Hodges/Evinrude	50 pts
2. Ben Robertson (USA) Stefanel/Velden/Johnson	39 pts
3. Gene Thibodaux (USA) Elledi/Velden/Johnson	30 pts
Bertil Wik (S) Peter Stuyvesant/Hodges/Evinrude	30 pts
5. Enrico Vidoli (I) Nordica/Molinari/Evinrude	26 pts
6. Arthur Mostert (NL) Benson & Hedges/Velden/Johnson	17 pts
Rick Frost (GB) Chesterfield/Velden/Johnson	17 pts
8. François Salabert (F) Benson & Hedges/Velden/Johnson	16 pts
9. Andy Bullen (GB) Chesterfield/Burgess/Johnson	11 pts
10. Mark Rotharmel (Can) Nashua/Burgess/Evinrude	9 pts
Art Kennedy (USA) Nordica/Molinari/Evinrude	9 pts
12. Fred Steinberg (D) United Pools/Velden/Johnson	8 pts
13. Cees van der Velden (NL) Benson & Hedges/Velden/Johnson	5 pts
14. Barry Woods (USA) Nordica/Molinari/Evinrude	4 pts
15. John Sanders (USA) N.A.I.U./Leecraft/Johnson	2 pts
16. Rick Adams (USA) Seebold/Mercury	1 pt
Tony Williams (GB) Dupes Colours/Burgess/Mercury	1 pt



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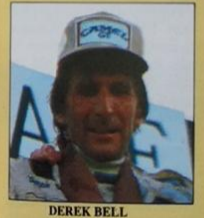

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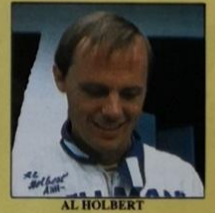

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American Al Holbert began his racing career in the early 70's. His latest accomplishments include winning four I.M.S.A. Championships, victory in the 1983 Le Mans 24 hour race, success also in Can-Am events, NASCAR stock car races, and the CART Indy-car series.

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POST BAG

MOAN, MOAN, MOAN!

Dear GPI,
Having now watched the Italian Grand Prix several times on video, I feel that I must write to you concerning the efficiency of the track marshals. Even I spotted — live — Kenny Acheson in clear trouble on the penultimate row of the grid in his RAM. Yet the marshal behind him showed the green flag, and the race was started. No yellow light? Thank God that it wasn't somebody up at the front who was in trouble. Need I remind you of Canada 1982? I hope not.
Now onto the delicate subject of team bias. My suspicions are very heavily loaded against the McLaren team. Taking aside retirements due to "driver-error" (Prost at Portugal, Lauda at Monaco), Prost has one retirement through mechanical failure this season whereas Lauda has eight : 8-1! I find it very hard to believe that McLaren are putting the same amount of effort into both cars. Maybe they think that they have done their good turn for Lauda, and now it is Prost who gets the extra help.
Bravo Laffite! If these fuel regulations are to be got rid of, no better person to start than one of the drivers. This system is meant to reduce power output (ha!), but the only person who is punished for this is the driver who is left stranded a few laps from the finish — without points! The only control that the driver has over engine power is the turbo boost! So we are left in a situation where the computer drivers usually pick up the best positions, and the true fighters (Senna, Johansson, Rosberg...) are left without points. Bang goes the excitement, thanks!

Nicholas O'Neil,
Cheltenham,
Glos GL50 2TD.

WILLIAMS BID

Dear GPI,
I would like to thank all the people at Silverstone who showed an interest in our "Ongoing Auction". The final bid was £1,408.14, all of which has been sent to "The Save The Children Fund".
I think this says a great deal for both the Club membership and for Mr Frank Williams himself, whose generous donations make the whole exercise possible.

NF Callow
Williams Supporters Club,
27 Sprules Rd,
Brockley
London SE4 2NL.

SA GP

Dear GPI,
I have been wondering how much longer there will be a South African Grand Prix. I really think it's about time that motor racing joined the international boycott on sport in that country. Surely there must be other countries like Japan, Sweden, etc, interested in holding a GP.

Sally Sutton,
Belair,
South Australia.

WHAT DO YOU THINK?

Dear GPI,
The announcement of Renault's withdrawal from F1 represents a body blow to the sport. If a manufacturer as large as Renault considers the costs prohibitive, how long before others pull out? The power escalation is pricing F1 out of the market, as well as endangering lives. Already some circuits are said to be dangerous at the current high speeds and suggestions have been made to alter them, thereby destroying their character.
FISA has scrapped the 1200 cc engine project, presumably due to the pressure from the teams, but proposes a further reduction in fuel limit. Is FISA intent upon destroying racing?
Surely it is the cars, not the circuits, which require changes, and power output which ought to be restricted rather than fuel. If not a reduced cc, what about rev limiters, pop-off valves, smaller tyres, extra wings, heavier cars, etc.?
There must be a solution which will permit drivers to race for the whole GP. This must be the priority for the sport if it is to survive beyond the next few years.

Maurice Barlow,
Acocks Green,
Birmingham.

PIQUET'S SEVENTH

Dear GPI,
On the day of the French Grand Prix at the Paul Ricard Circuit, I realised that the GP was the 7th round of the championship, on the 7th day, of the 7th month, of the 7th full season that Nelson had been with Brabham; and what car should he win in... No 7 of course. His victory was on the cards!

David Moseley,
7, Prospect Close,
Bristol BS17 1BD.

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WITH A VIEW TO A TIME

by Nevin Hickmet

This month Insights takes you to meet Longines engineer Jean Campiche. He has been contracted by the Swiss watch company to supply the Ferrari Formula One team with invaluable timing information in order to hasten development on the Italian racing cars.

The Longines Watch Company was appointed The Official Grand Prix Timekeepers in 1981. Its timing team uses three synchronised systems and is responsible for all the qualifying and race lap timing as well as for giving the speeds at which all the teams' cars cross the start/finish line and maximum straight line speeds.

An electronic "black box" or transmitter if fitted under each car bearing an aerial. Each car emits a unique signal which is picked up by an antenna on the start/finish line. These impulses are fed to a computer which identifies the number of the car and gives its lap times to within 1/1000th of a second as well as the speed.

Despite the 100% reliability of the ultra-sophisticated Longines system, there is a second control unit linked to a photo-cell on the finish line, which registers the times at which the competitors crossed the line. These two systems work together and are linked up in the time keepers' box through two computers. One computer receives the impulses given out by the cars and the other receives the signals from the photocells. If the data from both computers tally, the information is immediately flashed onto the 50-odd Longines Monitoring screens in the pits, press rooms and TV booths. This way, all the teams (and the press)are instantly informed on each competitor's progress during qualifying and the race. They can compare the times to assess whether their cars are more or less competitive than their rivals' and if adjustments should be made to the set-ups.

There is a third control device, a video camera which constantly films the start/finish area at a rate of 100 frames per second. In the case of a tie or a dispute, the film can be re-run, frame by frame, to determine at precisely what time a car crossed the line.

Jean Campiche has been contracted by Longines to supply the Ferrari F1 team with additional information other than lap times and start/finish line times of its own cars and of its rivals. Ferrari requires the services of an engineer — Jean Campiche —to provide them with partial times of their cars at crucial points of the circuit, such as just before braking, exits from corners, and under acceleration and so on.

"Ferrari always insists on comparing this year's various track times on a given circuit with last year's," 40-year old Jean explained eagerly. *"We place our timing equipment in exactly the same spot at every circuit so that the Ferrari engineers can determine precisely how much speed their car loses or gains going through a turn or on top speed, compared with the same times obtained since 1982. This is a special service we provide Ferrari and is completely independent of the Longines official timing system. You will have noticed the Longines stickers on the Ferrari cockpit area."*

Another part of Jean's job as the Longines engineer with the Ferrari team is as the technical timing director at Ferrari's private testing circuit of Fiorano.

"The cars are tested at Fiorano during the winter and between each Grand Prix to control their competitiveness and to test modifications. We have installed 45 photo-electric cells around the three-kilometre track, especially at the entrance and exit of the turns and there are three instantaneous speed cells. The data is fed into a computer which indicates immediately whether the car is going faster into or out of a turn compared with the previous day's times, for example."

Longines's collaboration with the Italian constructor has resulted in speedier technical development work by the engineers who constantly analyse and compare the data thus obtained to assess their cars' behaviour.

"Teams who can afford this kind of service are at a great advantage in comparison with the other teams," engineer Jean confirmed. *"Technical development on the cars is based on the notion of comparative times. The designers are able to evaluate with great accuracy how much more competitive their cars become with a particular set-up, or compared with last year at the same circuit. I have to guarantee the accuracy of that information."*

A fully qualified electronics engineer, Jean used to compete in the 125cc, 250cc, 350cc and 500cc World motor cycling series, alongside such greats as Agostinil He has been extremely fortunate in that he has been able to combine his motorcyling experience gained on the tracks with his professional career. His passion for motor racing is still buring strong. So next time you get a view of pit lane, look out for the man sitting under the Ferrari parasol, studying the Longines screens from behind a pair of dark specks. You'll know its Jean Campiche! ■

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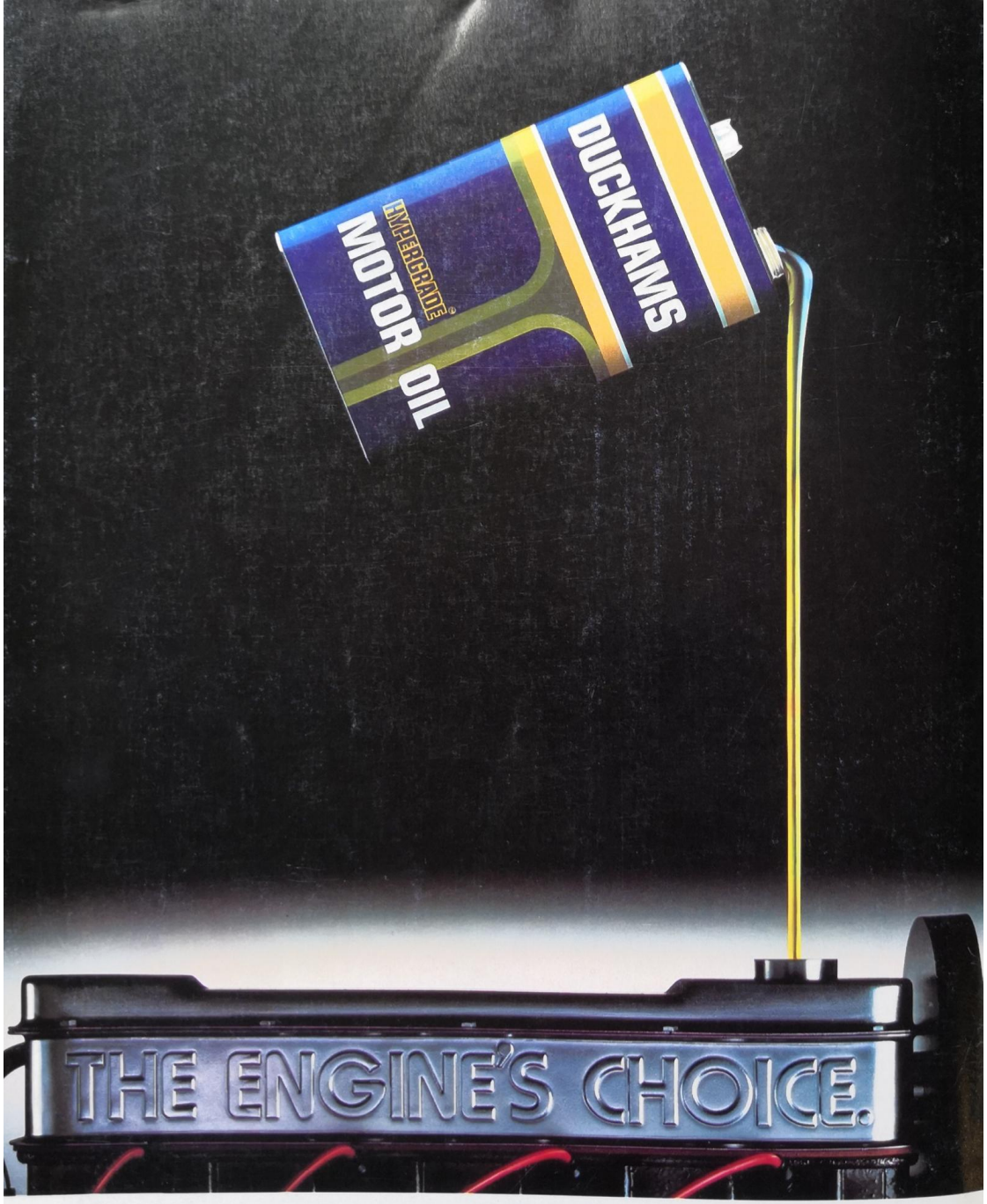

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